

Cycling

Established 1891

WEEKLY

Thursday April 16, 2015

Team Sky's cobble busting superbike



Paris-Roubaix
special issue

WIGGO BOWS OUT IN STYLE

Luke Rowe
is best Brit

Insider's
guide to
the Wiggle
Dragon
Ride



Ian
Stannard's
week in
training

We ride with
Bristol Road Club



How to improve
your group riding

Tested: five long
sleeve jerseys

Dowsett talks
training for his
Hour record bid

Fitness:
time
saving
nutrition
tricks



RIBBLE

GRAN FONDO

COMPLETE CARBON FRAMED BIKE FROM £889.95



"An enthusiastically rapid, accurate ride with a relaxed, pain-saving position makes this an outstanding-value all-rounder"

"Impressive all-rounder that gets the miles in comfortably... it's not fainthearted when it comes to putting down the power either"

"...the frameset is impressively light for its price.... with a striking curved and kinked tubeset that flows and flares through all sorts of shapes along its length."





TI SPORTIVE RACING

COMPLETE TITANIUM FRAME & CARBON FORK BIKE FROM £1299.95



R872

COMPLETE CARBON FRAMED BIKE FROM £920.95



SPORTIVE RACING

COMPLETE CARBON FRAMED BIKE FROM £819.95



SPORTIVE AZZURRO

COMPLETE CARBON FRAMED BIKE FROM £879.95



12 | Retail Finance

Prices subject to change, please see our website

RIBBLECYCLES.CO.UK



For the days you beat the traffic.
The days you clear your head.
When you push higher, further, longer.
When you won't settle for average.

Going the Extra Mile



www.chainreactioncycles.com

THIS ISSUE 16/04

One out, one in

The king is dead, long live the king. Sir Bradley Wiggins may have failed in his attempt to win a Monument in his last outing for Team Sky but Luke Rowe's impressive eighth place in Sunday's Paris-Roubaix showed his potential to be a future winner of the Hell of the North.

Still only 25, Rowe is almost 10 years younger than Wiggins and is just under four seasons' experience short of fellow Welshman Geraint Thomas. This was undoubtedly Rowe's best ever performance despite riding from half-distance with a wrecked wheel.

"The front wheel was really buckled. I opened the [brake release] lever all the way and rode most of the race with just a rear brake," he explained.

With Wiggins and Thomas as joint team leaders, Rowe wasn't even upgraded to a top slot until Geraint crashed out with 80km to go — as Rowe put it: "Sometimes someone else's bad luck is your own good luck."

He revelled in his promoted role, fighting to the end, attacking the chase group inside the final four kilometres with Jens Debusschere and then outsprinting the Belgian at the Roubaix velodrome. A truly courageous effort that bodes well for the future.

"That's a wrap on the Classics. Best races of the year. Now for a beer," announced our new hero, Rowe, on Twitter. No one can say he didn't deserve it.



Robert Garbutt
Editor

Photos: Chris Auld, Andy Jones



All the action from
Paris-Roubaix

Contents

NEWS

- 6 Wiggo's last hurrah
- 10 Brits descend on Paris-Roubaix
- 12 Rob Hayles column
- 15 Carthy back in business
- 18 Kristoff on the rampage
- 20 Yates on form in Basque Country
- 22 Tour of the Reservoir

FEATURES

- 28 Dowsett on his Hour record prep
- 30 Paris-Roubaix bikes and kit

TECH

- 34 Smart-glasses explained
- 36 Nine products road-tested
- 38 Merida Reacto bike test
- 40 Long-sleeve jerseys rated

FITNESS

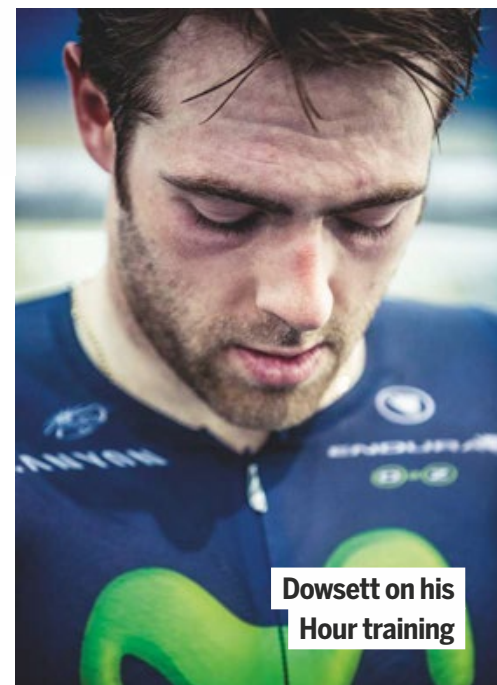
- 42 Group riding etiquette
- 44 Time-saving nutrition tips
- 48 Ian Stannard's week in training
- 50 Science, recipes and plans

RACING

- 62 Paris-Roubaix

REGULARS

- 24 Big question, plus your letters
- 52 Insider's guide: Dragon Ride
- 56 We ride with Bristol RC
- 61 Killer hill: the Struggle
- 68 Race results
- 76 Doctor Hutch
- 78 Icons of cycling: Holme Moss



Dowsett on his
Hour training



Riding with
Bristol RC

Marked man Wiggins battles to the end

Top 20 for Sky's outgoing talisman at Paris-Roubaix

Nick Bull in Roubaix

It was not the fairytale win he dreamt of but Sir Bradley Wiggins brought his Team Sky career to a close with a noble performance at Sunday's Paris-Roubaix, finishing 18th. The race was won by Germany's John Degenkolb.

Thirty-four-year-old Wiggins put on his best show for the large number of Britons who travelled to the famous cobbled roads of northern France to watch him bow out of top-level road competition, most notably attacking on the Templeuve sector with 33km remaining.

The odds were stacked against him; Wiggins was a marked man, and a strong tailwind blew the dry but eventful race along at an average speed of 43.5kph — making it the fourth-fastest Roubaix since 1960. Winning would have taken a ride that trumped all of his previous career glories.

"I think it [the wind] made it really tough," he said. "The race was on all day. I had a go where I said I would this morning with the team."

"No one really expected it there; I was just lumbered with a couple of people who didn't want to work. I guess that's a bit [owing to] the hype, when you say you're up for it [winning Roubaix]."

"I said to [former Team Sky rider] Mat Hayman at the start that I wanted a clean run today, and I didn't have one puncture or crash. I think I finished in the top 20, so I'm pretty happy."

Wiggins did not, however, ride the perfect Roubaix. He briefly lost contact with the peloton following the early cobbled sector at Verchain, then again after the famed Arenberg Forest, and missed a split when Etixx-Quick Step briefly reduced the

peloton in crosswinds. "He spent too long at the back," said team-mate Bernie Eisel. "OK, he didn't take risks in the corners, but I worked all day for him, and I was finished at Haveluy [after nine of the 27 cobbled sectors]."

Wiggins launched a second attack in the final five kilometres with LottoNL-Jumbo's Sep Vanmarcke, but by then the race-winning group containing Degenkolb had formed and was out of sight.

The Sky man showed little emotion after he finished the race and came to a halt in the Roubaix velodrome's track centre, where he was greeted by his wife Cath.

Wiggins downplayed the momentousness of crossing the line in his Sky swansong, but added: "It was hard not to think about it in the first 100 kilometres. So many people were coming up to me in the race saying 'have a nice life' and all that stuff."

Not that Roubaix heralds the start of Wiggins's retirement; he will join his eponymous new team in time to ride the Tour de Yorkshire (May 1-3), with his planned Hour record attempt taking place between June 5-7 in London.

MY VIEW...

Hugh Gladstone

CW news editor

Winning Paris-Roubaix was more of an ask of Wiggins than winning the 2012 Tour de France. He gave it his best shot but no one was going to let him ride away. It's a brutal event and even just targeting the race was a bold way to sign out from top-level road racing.





Wiggins in his own words

Sir Bradley Wiggins looks back on his time at Team Sky in the way only he can

On his disappointing 2010 season

“That first year was just horrible, the amount of pressure and expectation and trying to win the Tour and that whole Garmin saga and coming from there. They could have bought [Liverpool FC footballer] Steven Gerrard for what they paid for me that first year.”

On the summer of 2012

“I only have two fond memories of winning the Tour; winning in Chartres [the penultimate stage time trial] and leading Cav [Mark Cavendish] out on the Champs-Élysées. When I look back, I think ‘how did I win the Tour?’, dealing with the pressure day after day.”

On trend setting

“Who was the first person to start doing warm-downs on a turbo? That was me at the 2011 Tour [de France]. We were the first team to wear skinsuits in road races — everyone berated us for it at the Giro [d’Italia] in 2010 — and filled-in helmets. Now everyone wears them. We got the p**s taken out of us at first, but they’ve all followed.”

On life since the Tour

“There have been periods when I’ve just hated it. The Giro [d’Italia in 2013]... how miserable that was. I think a lot of enjoyment has come since I got that monkey off my back [of targeting the Tour de France]. I actually had an enjoyable season last year, even though I had a few ups and downs. I’d have quite happily stopped after the Worlds last year. I ummed and aahed about it for a while.”

On bowing out at Roubaix

“These guys I’ve been bashing heads with for years and years, and who have never spoken to me, were coming up and congratulating me on my career. That was nice.”

On being in Sky

“I would not have had any of the success that I’ve had if I hadn’t been in this team. People always talk about legacy. And in a performance sense, we have changed cycling.”



GERMAN ENGINEERED



LIGHTER. STIFFER. IZALCO MAX.

Competition riders in pursuit of perfection will find it in the Izalco Max. Designed for maximum rigidity with minimal weight, the Izalco Max represents the very pinnacle of FOCUS's German Engineered philosophy.



www.focus-bikes.com



/focus.bikes

PASSION.
PERFORMANCE.
PERFECTION.

FOCUS 

Classics future looks bright for Rowe

Welshman highest-placed Brit at Paris-Roubaix

Hugh Gladstone in Roubaix

Welshman Luke Rowe underlined his potential as a future star of the Classics when he led home the chasers for eighth place in Paris-Roubaix. The 25-year-old had started the race in a support role, but ended up being Team Sky's highest-placed rider after Geraint Thomas and then Ian Stannard fell out of contention.

Rowe attacked from a chase group that also contained team-mate Sir Bradley Wiggins in the final 4km, and was joined by Lotto-Soudal's Jens Debusschere before outsprinting the Belgian champion to finish 28 seconds behind the winner.

"Hopefully it says that one day I could realistically win this race," said Rowe afterwards, who had ridden the Hell of the North twice previously.

"For me this is the biggest and best race by a million miles. It's my dream to one day be able to win it."

Super-talented

With a ninth place in Omloop Het Nieuwsblad and 13th in E3 Harelbeke earlier this season, Rowe's strong showing has not come completely out of the blue. Sky sports director Servais Knaben touted him as a future Roubaix winner, while team principal Sir Dave Brailsford called his ride "super".

"He's promised all through the Classics campaign," Brailsford added of Rowe, whose Sky contract is up for renewal at the end of 2015. "He's maturing and he's an exciting prospect for the future."

Of Britain's other Classics hitters, Thomas suffered a series of mid-race punctures and crashes before abandoning, while Stannard showed strongly on the cobbles before fading in the finale (see column, right).

Adam Blythe (Orica-GreenEdge) meanwhile spent much of the race out front in the early nine-man break, while Bora-Argon 18's Scott Thwaites and Sky's Andy Fenn finished 69th and 105th respectively.

"I punctured twice, crashed with G [Thomas] and then my chain dropped and got jammed," said Fenn, a winner of the junior version of Paris-Roubaix in 2008 and a debutant in the pro race this year.

■ Roubaix tech: pages 30-33; race coverage 62-67.





British invasion at Paris-Roubaix Challenge

Richard Abraham in Roubaix

Paris-Roubaix felt the full 'Wiggo effect' last weekend as British riders made up the biggest national contingent of participants at the Paris-Roubaix Challenge sportive, which takes place the day before the pro race.

Before heading out to the turnip fields to cheer on Sir Bradley at Sunday's main event, over 1,500 Brits rode distances of 70, 139 and 163km across the same cobbled sectors, representing 37 per cent of the 4,500 riders entered. The next biggest nations represented were the Netherlands (16 per cent) and France (11 per cent). Organisers called it a 'British invasion'.

"Nine times out of 10, you'd pull up alongside somebody and they'd be British," said Steve Niblett from VC Norwich, who rode 163km.

"More people are taking up cycling in the UK and they start to realise what the sport is," added Iain Hawthorn from Old Portlians CC. "You can watch Paris-Roubaix and then you realise you can go and ride it. You can go on the Eurotunnel and it's easy."

Old races with new appeal

While British riders have been watching and riding the roads of Paris-Roubaix for decades, Wiggins and Team Sky have undoubtedly helped bolster awareness of the cobbled Classics for the wave of riders introduced to the sport in 2012.

"That was me, I didn't cycle two years ago but I've joined a club and got cracking," said Dominic Munson of Dulwich Paragon. "The popularity of Sky and Wiggins really helps; it becomes main headline stuff, it's on the BBC Sport website."

"It's on the bucket list for most cyclists, and it's so close," added Andrew Boyd. "You can definitely do it in a weekend trip."

"And it's more visceral to watch the race when you've done it; you can feel it when you watch the pros put the hammer down," said Jolyon Reburn of Didcot Phoenix. "It takes me back, and I know how much that must hurt!"

Guest column

Ian Stannard



"You could hear the other teams screaming 'Wiggo's attacked' and to get to the front. A lot of people were waiting for that move"

The cobbled Classics really kill you. You finish absolutely destroyed, mentally and physically. But I think Paris-Roubaix takes it to another level. Your fingers ache for a good week afterwards. They keep clicking and cracking. Your arms never hurt from any other race.

For the team, Roubaix was a real mixed bag this year. Geraint Thomas punctured and crashed, while Luke Rowe was really pleased with eighth. I was going really good up until 230km. I was at the front on all the cobbles but then the legs ran out. It was the same in Flanders the week before. I'm pretty sure it's because of all the time I had off injured with a broken back last year. I only did about 21 racing days in 2014 and probably missed 20,000km on the bike. I didn't do a Grand Tour, and those kind of things help in the longer races.

Of course there was a lot of attention on Brad. He attacked where he wanted to, but as soon as he did, all you could hear were other teams screaming down the radio "Wiggo's attacked" and to get to the front. A lot of people were waiting for that move. I think that's what everyone was most scared of.

After the race we had a barbecue with all the staff and 'zone hoppers' who help us through the races. A lot of them are volunteers who hand up bottles and spare wheels. The weather on Sunday was great, but it was absolutely terrible at Het Nieuwsblad and Ghent-Wevelgem. They come out and help regardless, so that's a way of saying thank you. It's also a chance to wind down after the intensity of the Classics.

Now I'm having this week off to relax — real simple pleasures like having a nice meal out with my girlfriend and doing as little as possible. My season takes a shift here as I move on from races. I want to perform in events like the Dauphiné and Tour where it's purely about being fit to help Froomey. In the Classics, you're always looking to figure out the next step and trying to save energy. It's all quite selfish.

The next stage is about putting my face in the wind protecting someone else, taking the long way round, riding someone up to the front and collecting the bottles. It's still hard work but a different way of thinking about things.

Het Nieuwsblad winner Ian Stannard is renowned as one of the tough-nuts of the bunch. His Sky team-mates know him as Yogi

Weekly column Rob Hayles



“Everything about the race is mad. It’s like something from another time: the course, the fans, the expectation”

Paris-Roubaix is for many, including me, the biggest one-day race on the calendar. Why? The *pavé*. The cobblestones that must be traversed by the riders are the biggest and roughest of any race seen by a road bike anywhere in the world.

The sections of *pavé* are so bad in places that, the first time I set eyes on them, in 2001, it was a real shock. That year was the first of three in which I was selected for the Classics team during my time with the French squad Cofidis. I still remember it well.

When I turned up at the hotel to see two trucks — until then, I thought our mechanics had just the one — and five team cars parked up; that was the first insight into what was to come.

The second came the next day on our first reconnaissance of the course. At one point, I turned round to see 14 cars following us. A couple were our own. The rest? They were for the journalists and photographers.

Brutal babies

The third taste of what lay ahead was the car having to be nursed across some of the sectors and steered round the rougher parts. “Oh my God,” I recall saying at one point, “the cars are struggling and we have to race this on skinny tyres.”

Everything about this race is mad. It’s like something from another time: the course, the fans, the expectation. It truly is gladiatorial, and no matter what the weather does, it adds to the action. When it rains, the mud is awful and the shiny ‘babies’ heads — as the cobbles are sometimes referred to — are slippery. When it’s dry, the dust gets thrown up and you struggle to see the riders in front.

Where did I finish that year? The second feed zone, 40km from the finish line! But it wasn’t a wasted day. I punctured on one of the muddiest sectors, and who was there to change my wheel? Alain Bondue, our team’s general manager. That’s how big this race is: it’s all hands on deck. Can you imagine Sir Dave Brailsford standing in the rain changing a rear wheel puncture for one of his riders? Now that I’d like to see.

Former double world track champion, Rob Hayles is a pundit for TV and radio. He’s also a coffee connoisseur and garden-shed inventor

To do this week...

Enter Eastern Counties Cycling Association Festival, Essex, May 2-4

You’ll struggle to find a more varied roster of events under the same banner than at the Eastern Counties Cycling Association’s festival on May bank holiday weekend. The festival dates back to 1975 and offers road races, randonnées and an array of time trials, spread across three Essex locations — Redbridge on the Saturday, Hatfield Heath on the Sunday, and High Easter on the Monday. Entries start closing next week.

www.easterncounties.org.uk

Catch up Elite Road Series highlights at cyclingweekly.co.uk

Last weekend’s snowy Tour of the Reservoir was every bit as epic as the Spring Classics on the continent. Relive the racing ahead of the third round of the Elite Road Series — the Cycle Wiltshire GP on May 10 — with race highlights on our website.

po.st/reservoir

Ride Oakman Cycle Sportive, St Albans, April 19

First held in 2011, this event cleverly uses a number of pubs owned by the Oakham group across the Chilterns. Both 70km and 100km routes begin at the Beech House in St Albans, and offer refreshments at the company’s watering holes in Berkhamsted, Water End and Tring. Online entries close at midnight on Saturday April 18. Entries on the day too.

po.st/OakmanCycleSportive2015

Watch Amstel Gold Race and Flèche Wallonne, British Eurosport HD, April 19 & 22

The Ardennes Classics begin with some ideal Sunday viewing in the form of the Amstel Gold Race in the Netherlands. Since the course was tweaked in 2013, increasing the gap between the Cauberg climb and the finish, the race has improved significantly. Flèche, however, is likely to be decided towards the end of the 1.3km finishing climb of the Mur de Huy. www.tv.eurosport.com



Flèche Wallonne:
Eurosport, April 22



END OF SEASON CLEARANCE!

GIANT

Defy 0

£839.29

RRP £1198.99

2014
Model



ALUXX SL-Grade Aluminium Frame,
Advanced-Grade Composite Forks,
FSA Gossamer Pro 34/50T Cranks,
Shimano Ultegra Gears, Giant P-Elite C Wheelset

GIANT

Defy 1

£699.29

RRP £998.99

2014
Model



ALUXX SL-Grade Aluminium Frame,
Carbon Composite Forks,
Shimano R565 34/50T Cranks, Shimano 105 Gears,
Giant P-Elite C Wheelset

MERIDA

Ride Carbon
Comp 94

£999.99

RRP £1499.99

2014
Model



Full Carbon Monocoque Frame, Full Carbon Forks,
Shimano R565 50-34T Cranks, Shimano 105 Gears,
Shimano R501 Wheelset, Continental Ultra Sport II 25 Tyres

Bianchi

Via Nirone
105 Compact

£799.99

RRP £1249.99

2014
Model



Via Nirone Alloy Triple Butted Frame, FSA Cranks,
Shimano 105/Tiagra Gears,
Hutchinson Nitro Tyres

Bianchi

Via Nirone 7
Tiagra Compact

£799.99

RRP £1049.99

2014
Model



Via Nirone 7 6061 Aluminium Frame, Alu Carbon Forks,
FSA Omega MegaExo Compact 50-34T Cranks,
Reparto Corse RC-471 Brakes,
San Marco Era Start Power Saddle

Bianchi

Via Nirone 7
2300 8S

£499.99

RRP £749.99

2013
Model



Via Nirone 7 Aluminium Frame, Alu Carbon Forks,
FSA Tempo Compact 50/34T Cranks,
Shimano 2300 Gears, Hutchinson Nitro Tyres

Bianchi

C2C Impulso
Veloce Compact

£999.99

RRP £1259.99

2014
Model



Impulso Aluminium Frame, Alu Carbon Forks,
FSA Omega MegaExo Compact 50-34 Cranks,
Campagnolo Veloce Gears,
Vredestein Fiammante DuoComp Tyres

Wilier

Montegrappa
Elite

£699.99

RRP £998.99

2014
Model



7005 Aluminium Double Butted Frame, Alu Carbon Forks,
FSA Vero 50/34T Cranks, Shimano Tigara/105 Gears,
Shimano Claris Hubs, Tektro R340 Brakes,
Maxxis Detonator 700x23c Tyres

Wilier

Montegrappa
Sport

£549.99

RRP £798.99

2014
Model



7005 Aluminium Double Butted Frame,
Alu Carbon Forks, FSA Vero 50/34T Cranks,
Shimano Sora Gears, Shimano Claris Hubs,
Tektro R312 Brakes, Maxxis Detonator Tyres

Wilier

Zero 9
Athena

£1799.99

RRP £2998.99

2014
Model



Full Carbon Monocoque Frame, Full Carbon Fork,
FSA SLK 386 Evo 50/34T Cranks,
Campagnolo Athena Gears, FSA Energy Brakes,
Fulcrum R4 Wheelset

MERIDA

Sculptura 904
Carbon Comp

£999.99

RRP £1499.99

2014
Model



Full Carbon Monocoque Frame, Full Carbon Forks,
Shimano R565 50-34T Cranks,
Shimano 105 Gears, Fulcrum Racing Sport Wheelset,
Continental Ultra Sport II 23c Tyres

GT

GTS Comp

£449.99

RRP £749.99

2014
Model



GTR Alloy Frame, GTR Carbon Forks,
FSA Tempo Compact 50/34T Cranks,
Shimano Sora Gears, Continental Ultra Sport II Tyres

GT

GTS Elite

£699.99

RRP £1049.99

2014
Model



GTR Alloy Frame, GTR Carbon Forks,
FSA Gossamer Compact MegaExo 50/34T Cranks,
Shimano 105/Tiagra Gears, Shimano R501 Rims,
Continental Ultrasport Tyres

GT

GTS Expert

£549.99

RRP £949.99

2014
Model



GTR Alloy Frame, GTR Carbon Forks,
FSA Vero Compact 50/34T Cranks,
Shimano Tiagra Gears,
Continental Ultra Sport II Tyres

GT

GTS Sport

£349.99

RRP £649.99

2014
Model



GTR Alloy Frame, GTR Carbon Forks,
FSA Tempo Compact 50/34T Cranks,
Shimano Claris Gears, Continental Ultra Sport II Tyres

EDDY MERCKX

EMX-1 105
Carbon

£999.99

RRP £1999.99

2013
Model



Advance Composite Frame, Carbon Fork,
Shimano 105 Compact Cranks,
Shimano 105 Gears, Fulcrum Racing 7 Wheelset

race fit



CORSA TEAMS

The finest bidon
for the fastest teams.
Nothing else
comes close.

elite-it.com



facebook.com/EliteBikeTraining

ELITE
DESIGN & PERFORMANCE

DISTRIBUTED IN THE UK & IRELAND BY
MADISON:OR

BASSO DESIGN PH. F. URNATO



Carthy settling in among the stars

Briton enjoying Spanish life with Caja Rural

Nick Bull

Former Rapha-Condor-JLT rider Hugh Carthy says he is still getting used to rubbing shoulders with cycling's biggest stars following a move to second-division Spanish outfit Caja Rural for 2015.

The Lancastrian has ridden alongside the biggest names in the sport this season, including Chris Froome and Alberto Contador at the Ruta del Sol in February, and defending Giro d'Italia winner Nairo Quintana at last week's Tour of the Basque Country.

Carthy, aged 20, placed 85th overall in the latter — his first ever WorldTour race — after helping team-mate Omar Fraile to the King of the Mountains jersey.

"I'm still in that transition from cycling fan to rider," said Carthy. "I see these riders and think, 'I saw him on TV the other day,' but everybody's equal in a race; they're just other people with

race numbers on. I've not found the big names looking down at me for being on a smaller team.

"I thought there would be some bullying of teams like ours, but many of the top riders also progressed through the system, so they've been there too."

Stepping up

Carthy's victory at last June's Tour of Korea triggered his move to Caja Rural, and he believes he's coped well with the step up to the international scene.

"I'm a young rider in top-level races, so this year has already been a good experience for me," he said. "It wasn't easy at the start of the year, joining a new team, moving to Pamplona and settling into a new environment.

"I'm part of a good team, I've got a good racing programme," he added. "I'm living in a nice town — that's what I'll have to remember when things aren't going so well."

Hoy wins at Silverstone

Sir Chris Hoy was back on the podium last weekend — but it was thanks to going fast on four wheels, not two. The 39-year-old took a victory in his class at the opening round of the 2015 European Le Mans Series at Silverstone on Saturday with driving partner Charlie Robertson. "To hear the national anthem on a podium again was a real moment, not something I thought I'd get to do again!" Hoy said. The Scot is aiming to qualify for the 24 Hours of Le Mans in 2016.

Teen Brit top at Energiewacht

Seventeen-year-old Abigail Dentus finished 14th overall at the Junior Energiewacht Tour in the Netherlands last weekend, the best of the British team behind the winner, Pernille Mathiesen of Denmark. The senior race was won by world time trial champion Lisa Brennauer, Annie Last was the best British rider in 41st, while Lizzie Armitstead did not start the final stage, having taken fourth on the penultimate stage.

Revolution set for August start

The Revolution Series will begin earlier than ever in 2015, with an August round that could be the start of Mark Cavendish's return to the track in time for next year's Olympic Games. Although the location of the first meet is yet to be confirmed, the two-day event (August 15-16) will feature a male omnium that would offer Cavendish vital UCI points needed to qualify for Rio 2016. Further rounds follow in Glasgow (October 24), London (November 14), Manchester (November 28, January 2 and 23, 2016). Tickets are on sale now for those who attended this winter's series followed by general sale on May 1.

Councillors defend seven-metre cycle lane

Councillors in Cheltenham last week defended a seven-metre-long cycle lane that garnered unexpected internet attention. The lane, which directs riders against the flow of traffic down one-way Suffolk Parade, attracted attention after being repainted by Cheltenham Borough Council. The council's area highways manager Jason Humm told the *Gloucestershire Echo* the markings "legally allow cyclists to go through the 'no entry' point and then travel the opposite way to the traffic on the one-way street."

LAST WEEK

Monday April 6

Welshman Owain Doull finished second overall at the four-day Triptyque des Monts et Châteaux in Belgium. The 21-year-old, riding for GB, placed in the top 10 on every stage but wasn't able to repeat his victory from last year.

Tuesday April 7

A former pro rider and a police officer were revealed as the drivers of two neutral service cars involved in collisions with riders at the Tour of Flanders. Ex-Lotto pro Paul Van Hyfte was at the wheel of the car that rear-ended an FDJ car; the other driver is yet to be named.

Wednesday April 8

FDJ won its first race of the 2015 season when Frenchman Anthony Roux claimed stage two of the Circuit Cycliste Sarthe-Pays de la Loire in Angers. Alex Dowsett (Movistar) placed second behind team-mate Adriano Malori in that afternoon's 6.8km time trial.

Thursday April 9

A female cyclist died after a collision with a lorry in central London. The collision with the tipper truck happened on the junction with Lambeth Bridge. The woman is the fifth cyclist fatality in the capital this year.

Friday April 10

Mark Cavendish will skip this year's Giro d'Italia in favour of the Tour of California, Italian newspaper *La Gazzetta dello Sport* reported. His Etixx-Quick Step team-mate Tom Boonen will likely tackle the race for the first time after missing the cobbled Classics through injury.

Saturday April 11

Australian Alexander Edmondson won the U23 Tour of Flanders in Oudenaarde ahead of Gianni Moscon (Italy) and Truls Engen Korsæth (Norway). Owain Doull finished 10th after a late puncture in the wet conditions.

Sunday April 12

Britain's Hannah Barnes (UnitedHealthcare) defended her title at the Novant Health Invitational Criterium in Charlotte, North Carolina, USA.

Big result for small Fry at Paris-Roubaix

Joe Fry earned Britain's best result in the Junior Paris-Roubaix last Sunday, coming 10th from a group that finished 33 seconds behind a leading trio, including the winner Bram Welten (Netherlands).

The 111km event took place ahead of the senior race and included 16 cobbled sectors used by the professionals. Previous British winners include Geraint Thomas and Andy Fenn.

"Joe Fry had a really good ride; he rode in the front group the whole day," said Olympic Development Programme coach Brian Stephens. "The riders operated well as a team which was one of our focuses today — to get some teamwork going and be looking out for each other."

Nathan Draper (40th), Joe Holt (44th), Matt Bostock (46th), Ethan Hayter (53rd) and Joey Walker (55th) also finished.

Georgi takes the honours in the Mendips

Etienne Georgi (Giant Cycling Club-Halo Films) won the two-day Junior Tour of the Mendips to take the lead in the Junior Road Race Series after two rounds. The 16-year-old (pictured second left) finished second on the opening stage behind Grant Martin

(Spokes RT) before winning the final stage and taking the overall victory.

The Gloucestershire rider was 12th at the opening Cadence Junior Road Race on March 29; the series continues on April 26 at the Junior CiCLE Classic, held over gravel roads around Rutland.



LAZER[®]
LAZERSPORT.CO.UK

NOW IN STOCK

The new British Cycling collection helmets now available at Lazersport.co.uk



Z1 with AEROSHELL
£199.99



WASP AIR
£249.99



BLADE with AEROSHELL
£59.99



CYCLONE
£29.99

LAZER[®] ENDORSED BY

Official helmet supplier to British Cycling

By choosing these helmets you are investing in British Cycling.
For further information you can visit www.britishcycling.org.uk/invest

DISTRIBUTED IN THE UK & IRELAND BY
MADISON^{SPORTS}

Brits Abroad

Dan Whelan, 21

Asfra RT,
Oudenaarde, Belgium

Where are you? The heart of Flanders — which is good for training as the cars give you a lot of respect, but it's hard to train on the road as they are all concrete. It can be repetitive with all the bumps.

What's the racing like? The racing here suits my style as it is very attacking and not too hilly. The first hour is hard until the break establishes. It's then calm until the last hour when the break is being chased and people are trying to jump across.

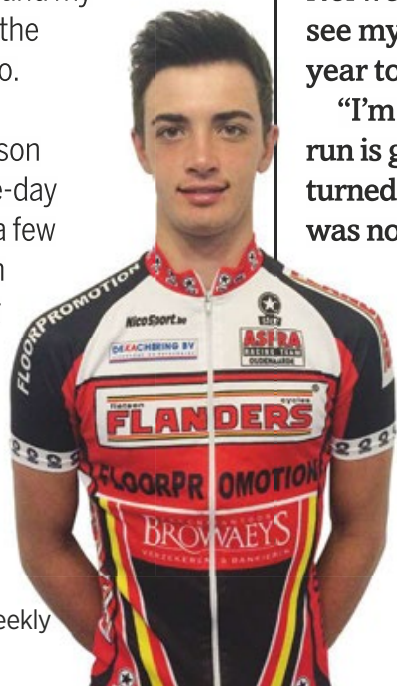
How's the form? I had to delay the start of my season as I got ill on the plane home from Majorca where I had been for three months. I'm over the illness now and I'm feeling stronger and fitter than last year. I didn't record the results I'm capable of and was unlucky with a few bad crashes.

How's life? I'm living on my own in Belgium for the next month but then my Lithuanian team-mate is staying with me until September. I stayed with him in Majorca and we got on really well.

What have you learnt? He's a vegetarian and his diet is totally different to me. He eats a lot healthier in comparison to me. It helps being around people who are serious and disciplined with their diet.

Anything you miss? The social life. At home my girlfriend and my friends are just round the corner to go and talk to.

What's next? My season mainly consists of one-day races in Belgium and a few two-day races. If I'm in good form I'll be going to the Nationals in Lincoln, which is very similar to races I'm used to: narrow lanes, cobbles and short, steep hills.



Kristoff's flying form continues in Scheldeprijs

Nick Bull

The streets continue to be paved with gold for Alexander Kristoff: he took his 11th victory of the season at the Scheldeprijs race in Schoten, near Antwerp, last Wednesday, and with it a trophy encrusted with the local area's famed diamonds worth £14,500.

Kristoff, 27, remains the only rider to hit double figures for victories to date in 2015, and he is already only three wins away from equalling last year's 14.

"It's a dream come true," the Norwegian said of his form. "If you see my results, it's quite steady from year to year and not a big jump.

"I'm little bit surprised by how this run is going — I didn't expect it. When I turned pro it was really difficult for me, I was not even close [to winning sprints]."

Although Kristoff has frequently reiterated that he feels Marcel Kittel and Mark Cavendish are still faster than him in conventional sprint finishes, it is the Katusha rider's versatility that has helped him win so many times this

year, and from different scenarios, too. It's no wonder Belgian newspaper *Het Nieuwsblad* recently described him as the "new Tom Boonen".

Kristoff was run close in Belgium by a fast-finishing Edward Theuns (Topsport Vlaanderen), although only 14 riders crossed the line in the front group after a high-speed crash on the race's notorious run-in.

Ireland's Sam Bennett (Bora-Argon 18) was among those who fell, and suffered numerous cuts and grazes, including one caused by a chainring.

MY VIEW...

Richard Abraham



Cycling Weekly news writer

In Alexander Kristoff and John Degenkolb we are seeing the rise of powerful but versatile riders able to win bunch kicks in Grand Tours and triumph in gruelling one-day Classics. Could this be the start of a new rivalry for years to come?



#makeithappen at the L'Étape du Tour

The 2015 L'Étape du Tour replicates Stage 19 of this year's Tour de France, covering 142km and taking in some of the most famous climbs in the Alps, including the Cols du Chaussy, Glandon and Mollard, before finishing at 1705m above sea level in the ski resort of La Toussuire. It will be a tough Etape!

As an Official Tour Operator to the L'Étape du Tour, Sports Tours International can offer you:

- Guaranteed entry
- Ideally located accommodation packages, with various duration options from 3 to 7 nights
- Geneva airport transfers
- Secure bike storage
- UK bike transfer option
- Additional route support with extra nutrition
- Assistance from our experienced reps and mechanics
- Financial protection from ABTA

Places on our trips are limited so book now.

For more information visit:

www.sportstoursinternational.co.uk/cycling/etape-du-tour



19TH JULY 2015

www.sportstoursinternational.co.uk

cycling@sportstoursinternational.co.uk

+44 (0) 161 703 8161



Join the conversation
@sportstoursint



Basque breakthrough for Yates

Simon takes fifth, Adam crashes early

Nick Bull

Simon Yates entered the WorldTour rankings this weekend after finishing fifth overall at the Tour of the Basque Country. The 22-year-old Orica-GreenEdge rider posted his best ever road result as he finished just 46 seconds behind winner Joaquim Rodríguez among a host of Giro d'Italia and Tour de France contenders.

Yates's twin brother Adam fared less well after crashing out on stage one and breaking a finger on his right hand. Yates was one of several riders to come down in the sprint as a result of poorly signed metal posts in the final 500m.

Adam Yates, who is likely to now miss the opportunity to defend his Tour of Turkey title, could consider himself lucky. Spaniard Sergio Pardilla (Caja Rural) suffered a head injury, fractured shoulder and left wrist, while BMC's Peter Stetina was diagnosed with fractures to his tibia, kneecap and four ribs. The crash sparked a five-minute protest before the following day's stage.

Slice of the action

There was also the inclusion of a double ascent of the 2.6km Alto de la Antigua climb that ramps up to 30 per cent. The gradient combined with large crowds reduced much of the peloton to walking.

The following day's climb atop the Usartza climb in Arrate saw spectators lining the ascent and offering riders slices of pizza. Orica-GreenEdge's Michael Matthews obliged; the Australian later called them the "best fans ever".

Rodríguez's win was a sure sign of his form in the build-up to the Ardennes Classics, which begin with the Amstel Gold race this weekend. The 35-year-old Katusha rider won stages three and four, and posted a good ride in the final-day time trial in Aia on Saturday to secure his first overall win in the event. Team Sky's Sergio Henao and Ion Izagirre (Movistar) completed the podium.



Simon Yates:
fifth place
overall

cervélo

THE FINISH LINE

JUST GOT CLOSER

THE R-SERIES ADVANTAGE FROM CERVÉLO



R5

#UncompromisedEngineering

Cervélo and Vroomen-White Design are trademarks owned by Cervélo Cycles Inc. or used under license.

Erick Rowsell bounces back at Tour of Reservoir

Madison-Genesis man on form after illness

Snow and fierce winds failed to stop Erick Rowsell winning the Tour of the Reservoir overall, after a strong performance from his Madison-Genesis team in County Durham.

The 24-year-old won stage one and was second on stage two, bagging 59 points and third spot in the Elite Road Series standings.

"The team worked so hard and basically gave me an armchair ride to the finish," said Rowsell.

"Every single rider gave everything for me; I'm really grateful. And having Roger [Hammond] as our manager is great as he's strong on race tactics, and helped us get through.

"I was ill at the Tour of Normandy and had to pull out, so I wasn't sure what my legs were like going into the Reservoir. I just wanted to test them and see where I was at — clearly they were pretty good!"

Freezing conditions, snow and standing slush and water led to the race organisers moving and shortening Sunday's final stage to

six laps of the same circuit as the previous day's opening stage.

Rowsell attacked late in Saturday's stage and time trialled his way to victory by 31 seconds from Steve Lampier (Raleigh-GAC), while Madison-Genesis team-mate Mark McNally took third.

And on Sunday, Madison chased down most of the moves throughout the stage, bringing it all together in the closing miles to ensure Rowsell's lead was protected.

Stage two victory went to Marcin Bialoblocki (One Pro Cycling), but right on his wheel was Rowsell, who did exactly what he had to do to take the overall win. Close behind in third was Lampier, who now moves into the lead in the Elite Road Series.

While Raleigh-GAC still lead the team standings, Madison-Genesis moved up from fourth to second after their strong showing at the Reservoir, where they had three podium finishes and three riders in the overall top 10.

■ Results on page 69.



The fine weather didn't last as snow and gales blew in

Photo: Andy Jones



8306187

PRICE

DROP

£330

TRIBAN 500 SE

Customer Rating:



Cycling - 9/10
WEEKLY

"It'll take on and beat many bikes twice or even three times the price"

Comeback King wins in County Durham

Continuing her recovery from the crash which put her out of action for five months, a jubilant Dani King (Wiggle-Honda) won the Women's Tour of the Reservoir.

The 24-year-old Olympic gold medallist broke eight ribs and suffered a collapsed lung in a training crash in November, but got back to winning ways at a national level in the opening round of the Women's Road Series. She outsprinted breakaway rival Katie Archibald (Pearl Izumi-Sports Tours International) to win the opening 20-mile stage.

Joanna Rowsell (Pearl Izumi-Sports Tours International) won stage two on Sunday as snow and ice wreaked havoc, with Nicola Juniper (Giordana-Triton) second. King took third and secured enough time to take the overall win by 1-20.

"I'm so happy to have won after everything that has happened," said King, who has consulted sports psychiatrist Steve Peters as she attempts to get back to full fitness, both physically and mentally.

"I felt really strong — I knew I had good fitness, and I love climbing. I wanted an aggressive race and had planned to attack, but Katie went early so I knew I'd have to go with it."

Saturday's opening stage saw a number of small crashes which split the race into several groups, while Sunday also saw a crash towards the end of the stage that left Saturday's runner-up Katie Archibald unable to continue.

But many riders had already pulled out suffering from the cold, and a number were checked for signs of hypothermia.



Triban lifetime warranty alloy frame
Carbon forks
SHIMANO Triple chainset, 24speed
MICROSHIFT drivetrain
Frame available in 5 sizes
(51, 54, 57, 60, 63)



CLICK & COLLECT
ORDER ONLINE - FREE DELIVERY TO STORE

B'TWIN
exclusive to:
DECATHLON

Proud
sponsors of
CyclingWeekly.cc

CW.CC THE HOME OF
CYCLING WEEKLY CYCLING CLUB

THE BIG QUESTION

What's the strangest thing you've seen by the roadside while out for a ride?

A man jogging backwards down a country lane towards me. As I rode by, I made him jump. He said I should have made myself more visible.

Kirsty Sharp

While doing the C2C a couple of years back, we cycled past a live band on the roadside, playing to anyone passing.

Rich Smolenski

Possibly me caught out with diarrhoea in a dip by the road — which wasn't that much of a dip judging by the smiling motorist looking my way.

James Milliken

An adult's plastic false leg.

John Ives

Once came across a gentleman pleasuring himself in a field gateway. He didn't hear me coming (ahem!) and was therefore massively surprised by my friendly, "Good morning!" Nearly did himself an injury.

Alison Stringer

Rain on the opposite side of the road.

Dan Mahalo

Besides the weird stuff that the scum-of-the-earth fly tippers deposit, it has to be a dead cow on the verge of the A5104 up near Coed Llandegla. Up the top there, you might expect sheep — but not a Friesian cow!

Toby Pogson

A big box of lottery tickets, just stolen from a nearby shop. Called the police.

Anders Alexandersen

A trail of women's underwear for about half a mile down a country lane. There were a dozen pairs of knickers and several bras. Must have been some party!

Martyn Kimberley



Rescued him (woodpecker, pictured) — he'd been injured at the side of the road.

Kevin Lanckham

A flock of sheep coming towards me on Sunday. They stopped, stared, turned tail and ran back in to a field.

Phil Barrow

An unrolled condom with a glass eye inside. Before the days of cell phone cameras, unfortunately.

James Hopkins

A fully grown adder weaving its way along a country road in Leicestershire.

Paul Garner

Cycling around Paris, went through Bois de Boulogne and saw a woman in a black dress on the side of the road. As I rode past, 'she' lifted her dress to reveal an unladylike sight! Got the hell outta there.

Greg Monahan

A DC3 aeroplane, parked in a restaurant, near Santa Ponsa. No runways nearby. Thought I was hallucinating.

David Miller

What seemed like many hundreds of wild geese in a North Hampshire field, all silent and all facing the same direction with their heads looking upwards.

Terry Smithers

A post office van parked in a layby with a Mercedes — postman in the passenger seat, woman in the driver's seat. They appeared to know each other quite well.

Richard Izzard

Big pile of marijuana dumped on a country lane.

John Riley

When trying to navigate one of the usual flooded country lanes, I looked over and saw a llama with its head resting on a wall staring at me. Probably hoping I would fall in the water.

Andrew Hutchinson

Next week's big question...

What's your perfect Tour de France team? Eight riders from any team, any era. Email cycling@timeinc.com or reply at www.facebook.com/CyclingWeekly

Letters

Letter of the week
wins a Lazer 02
helmet worth £69.99



Put cycling on the agenda

STAR
LETTER

I would like to thank Chris Boardman for bringing cycling to the government's attention.

Yet despite his best efforts, the two main parties still will not commit to spending £10 per head on cycle infrastructure. Many politicians baulk at putting money in the pot; regarding cycling merely as a minority leisure pursuit. The huge benefits of bike use for utility trips, commuting, school runs etc as seen in Holland and Denmark simply escapes them!

As cyclists, it's essential to make our voice heard loud and clear where it matters most... by writing letters/sending emails to local authorities, MPs, the PM and the Transport Minister on a regular basis. Demand a minimum of £10 per annum per head of population be spent on improving cycle infrastructure. We've heard a lot from politicians recently — it's about time they heard from us!

Peter Owen, email

reduce the price of the bike you want for whatever reason they wish to use, but we all know that there is a mark-up on everything sold.

If they are not prepared to reduce this mark-up then the customer will inevitably go elsewhere.

Fernlea, Isle of Man

Always our fault

I thought that I had seen it all until last week. Cruising home along a small and quiet lane after shredding myself into a headwind for an hour I met an oncoming white van. The driver was hoofing along, no hands on the steering wheel (they were occupied by pouring a drink from a thermos flask), music pumping from the cab.

I shook my head in disdain, only to be met by the ultimate 'Clarkesonism' of "Get over, YOU effing idiot!" Clearly I was in the wrong and, I assume, I must pay more attention to how I interact with other road users from now on?

Philip, email

LBS Catch 22

Regarding the use/non use of the local bike shop, it is a Catch 22 situation for most cyclists. I am sure the majority of us would love nothing better than to continue using their bike shop forever but unfortunately some of us do not have that luxury.

Given the current economic climate, every penny counts and if the local shop can't price accordingly then sadly the internet will get used. Most bike shops will tell you that they can't

SAVE
£1!

Subscribe to *Cycling Weekly* and get £1 off the cover price! Call 0845 676 7778 or subscribe online. See pages 26-27 in this issue for details

SUBSCRIBE NOW!

Top performer

I was somewhat surprised to see that Eddie Dunbar was overlooked for Performance of the Week (*Cycling Weekly*, April 9). Eddie is also a first-year junior like your winner, was instrumental in setting up the winning break in the Chorley GP, contributed in no small measure to his team-mate Ian Bibby winning and still managed to finish fifth.

Jack Watson, email

CYCLING WEEKLY, TIME INC. (UK) LTD

CONTACT US

cycling@timeinc.com | 020 8726 8453
9th floor, Leon House, 233 High St. Croydon CR9 1HZ

Editor: Robert Garbutt

Deputy editor: Simon Richardson

News editor: Hugh Gladstone

News writers: Nick Bull, Richard Abraham

Fitness editor: Hannah Reynolds

Deputy fitness editor: Robert Hicks

Tech editor: Symon Lewis

Tech writers: Oliver Bridgewood, Henry Robertshaw, Hannah Bussey

Editorial: Jocelyn Mack, Louise Mahé, Laura Hicks, Anna Langford, Simon Smythe, Matt Lamy

Production editor: Daniel Thomas

Chief sub editor: James Shruballs

Deputy chief sub editor: Jonathan Emery

Sub editors: Rob Hoyles, Sophie Hurcom

Group art editor: Daniel Baines

Deputy group art editors: Ben Smith, Sarah Auld

Senior designers: Kevin Sharpe, Steph Tebbott

Designers: Hannah Holden, Callum Tomsett

Photographers: Andy Jones, Graham Watson

Picture research: Jason Hardy, Simon Scarsbrook, Christopher Catchpole, Daniel Gould

Head of digital content: Simon Collis

Web editor: Nigel Wynn

Deputy web editor: Richard Windsor

Web writers: Stuart Clarke, Jack Elton-Walters

Senior videographer: Thomas Ellis

Videographer: Andrew Daley

CW SHOP: 020 8726 8403

ADVERTISING

TEL: 020 314 THEN EXTENSION...

...**82613** Advertisement manager: Felix Barlow

...**82701** Deputy advertisement manager: Sue Bann

...**82702** Senior sales executive: Kelly Daunt

...**82617** Business development manager: Fraser Whitby

...**82695** Digital executive: Luke Marchant

...**82703** Classified sales manager: Cheryl Townsend

Ad production: Barry Skinner

Marketing manager: Natalie Hicks

Marketing executive: Victor Alway

Events executive: Dawn Brooks

PA to publishing director: Martine Derwish

Publishing director: Keith Foster

Group magazine editor: Garry Coward-Williams

Managing director: Paul Williams

26,273 

Cycling Weekly ABC. Jan-Dec, 2014 (print & digital)

Subscriptions hotline (0844) 848 0848

Email ipcsubs@quadrantsubs.com

Or subscribe online at... www.cyclingweekly.co.uk

SUBSCRIPTION RATES (for 51 issues, including postage)

£156.25 inside the UK; €294.90 Europe; USA \$384.20; Rest of World £251.79 Send orders and correspondence to: Oakfield House, 35 Perrymount Road, Haywards Heath, West Sussex RH16 3DH. Cheques payable to Time Inc (UK) Ltd.

BACK ISSUES: John Denton Services,

PO Box 772, Peterborough, PE2 6JW

Tel: 01733 370 800, www.mags-uk.com/ipc

Cycling Weekly, 0011-4316, is published Weekly by Time Inc (UK) Ltd,

Blue Fin Building, 110 Southwark Street, London, SE1 0SU, England

The 2015 US annual subscription price is \$384.20. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA.

Periodicals postage paid at Jamaica NY 11431.

US Postmaster: Send address changes to Cycling Weekly, Air Business Ltd, c/o

Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA

Subscription records are maintained at Time Inc, Blue Fin Building, 110

Southwark Street, London, SE1 0SU, England

Air Business Ltd is acting as our mailing agent.

Cycling Weekly is published every Thursday by Time Inc. (UK) Ltd, Leon House, 233 High Street, Croydon CR9 1HZ.

Registered at the Post Office as a newspaper. Colour origination: CTT Limited,

Units C/D, Sutherland House, Sutherland Road, London E17

6BU. Printing: Southernprint (Web Offset) Ltd, 17-21 Factory Road, Upton

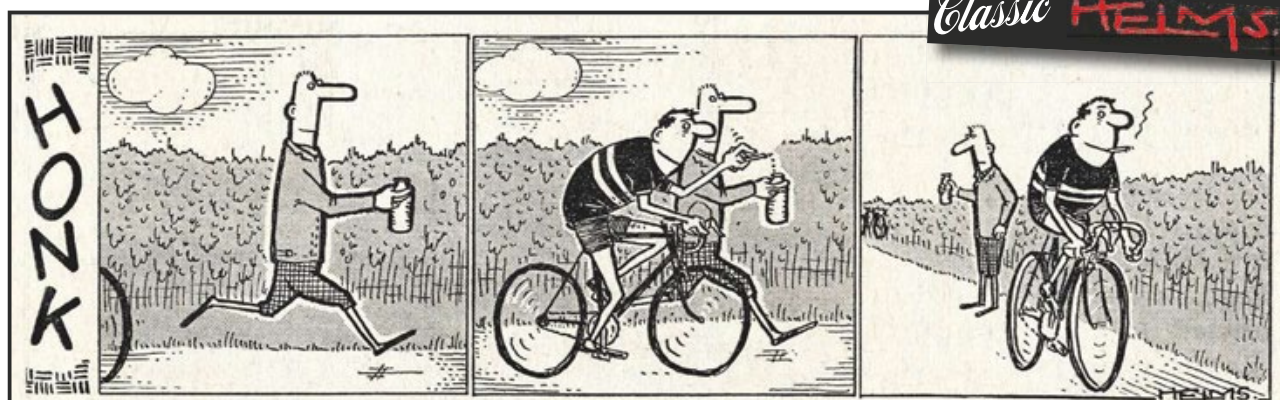
Industrial Estate, Poole, Dorset BH16 5SN

(Tel 01202 628300; fax 01202 632403).

CONDITIONS OF SALE AND SUPPLY This periodical is sold subject to the following conditions, namely that it shall not, without the written consent of the publishers first being given be lent, resold, hired out or otherwise disposed of in a mutilated condition or price in excess of the recommended maximum price shown on the cover and that it shall not be lent, resold, hired or otherwise disposed of in a mutilated or any unauthorised cover by way of Trade or affixed to or part of any publication or advertising, literary or pictorial matter whatsoever.

© Time Inc (UK) Ltd. 2015 ISSN 0011 4316. No. 6355

Time Inc.



Johnny Helms was *Cycling Weekly's* resident cartoonist from February 1946 until November 2009.

ORDER FORM

Post the completed order form to: FREEPOST RTKA-YLJG-HAAK, Time Inc. (UK) Ltd, Rockwood House, 9-16 Perrymount Road, HAYWARDS HEATH, RH16 3DH.
(No stamp needed)

YES! I would like to subscribe to Cycling Weekly and receive my Giro Savant Helmet

Please choose one size: ☐ Small: 41X ☐ Medium: 41Y ☐ Large: 41Z

☐ UK 6 monthly Direct Debit – pay just £65.99, SAVING 15% (Full price £78.13).

☐ UK 2 year cheque/credit or debit card – pay just £262.99, SAVING 15% (Full price £312.50).

☐ UK 1 year cheque/credit or debit card – pay just £139.99, SAVING 10% (Full price £156.25).

For overseas orders call +44 330 333 0233

YOUR DETAILS:

Mr/Mrs/Miss/Ms: Forename: _____
Surname: _____
If you would like to receive emails from Cycling Weekly and Time Inc. (UK) Ltd containing news, special offers, product and service information and, occasionally, take part in our magazine research via email, please include your email below.
Email: _____
Address: _____
Postcode: _____
Home Tel. No: (inc area code) _____
If you would like to receive messages from Cycling Weekly and Time Inc. (UK) Ltd containing news, special offers, product and service information and, occasionally, take part in our magazine research via your mobile, please include your mobile phone number below.
Mobile: _____
Date of Birth:

CHOOSE FROM 3 EASY WAYS TO PAY:

1. CHEQUE

I enclose a cheque/postal order for: £ _____ made payable to Time Inc. (UK) Ltd.

2. CREDIT/DEBIT CARD

Please debit my: ☐ Amex ☐ Visa ☐ Visa Debit ☐ Mastercard ☐ Maestro (UK only)

Card No.

Start Date (Maestro only)

Issue No. (Maestro only)

Expiry Date

Signature:

(I am over 18)

Date:

3. DIRECT DEBIT: To pay £65.99 every 6 months by UK Direct Debit, please complete your details below:

PAYMENT DETAILS – DIRECT DEBIT

Instruction to your bank or building society to pay by Direct Debit.
For office use only: Originators Reference – 764 221



Name of Bank:

Address of Bank:

Postcode:

Name of Account Holder:

Sort Code:

Account No:

Instruction to your Bank or Building Society: Please pay Time Inc. (UK) Ltd Direct Debits from the account detailed on this Instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with Time Inc. (UK) Ltd and if so, details will be passed electronically to my Bank or Building Society.

Signature:

(I am over 18)

Date:

Offer open to new subscribers only. Direct Debit offer open to new UK subscribers only. **Final closing date for all orders is 31st May 2015.** Please allow up to 6 weeks for delivery of your first subscription issue, 8 weeks for overseas orders. [†]The free trial digital version can be withdrawn at any time during the subscription period. The full subscription rate is for 1 year (51 issues) and includes postage and packaging. If the magazine ordered changes frequency per annum, we will honour the number of issues paid for, not the term of the subscription. Credit/debit card charges will be taken in sterling. ^{*}We have gifts available for the first 90 subscribers. In the event that we run out of this gift, we promise to offer you a discount on the price or an alternative gift of the same or greater value. Gift colours may vary. Your gift will be delivered separately within 28 days after your first payment has been taken. Gifts are not available for magazines delivered to overseas addresses. Calls to 0330 numbers will be charged at no more than a national landline call, and may be included in your phone provider's call bundle. **For enquiries and overseas rates please contact magazinesdirect@quadrantsubs.com or call +44 330 333 0233.** Cycling Weekly, published by Time Inc. (UK) Ltd, will collect your personal information to process your order. Cycling Weekly, and Time Inc. (UK) Ltd would like to contact you by post or telephone to promote and ask your opinion on our magazines and services. Please tick here if you prefer not to hear from Time Inc. (UK) Ltd ☐. Time Inc. (UK) Ltd may occasionally pass your details to carefully selected organisations so that they can contact you by telephone or post with regards to promoting and researching their products and services. Please tick here if you prefer not to be contacted ☐. Time Inc. (UK) Ltd who publish Cycling Weekly, would like to send messages to your mobile with offers from carefully selected organisations and brands, promoting and researching their products and services. If you want to receive messages please tick here ☐. Time Inc. (UK) Ltd would like to email you with offers from carefully selected organisations and brands, promoting and researching their products and services. If you want to receive these messages please tick here ☐.

Our gift to you:

Receive a Giro Savant Helmet when you subscribe to Cycling Weekly today!

- **Save up to 15% on the full subscription price**
- **Your subscription comes complete with a free trial digital version for iPad and iPhone[†]**
- **Have every issue delivered direct to your door**
- **Get exclusive extras with Rewards every month**

Cycling WEEKLY Thursday March 5, 2015
Established 1891

PULL-OUT GUIDE TO SPORTIVES
■ 276 UK events listed
■ 12-week training plans
■ Expert nutrition advice
■ How you can ride faster

Ian Stannard: exclusive column inside

Cavendish makes it a Brit classic double

Stannard's amazing win

NEW! Monthly extras. Exclusive for subscribers.

Rewards

Subscribe today and join Rewards for free to get even more from your magazine. Handpicked offers, unique giveaways and unmissable prizes.

Join Rewards at cyclingweekly.co.uk/rewards

3 simple ways to subscribe & save

Call us today on **0330 333 4555**

Choose size code:
Small: 41X Medium: 41Y Large: 41Z
7 days a week from 8am to 9pm (UK time)
OVERSEAS: +44 330 333 0233

The Rewards scheme is available for all active print subscribers of magazines published by Time Inc. UK, free of charge. It is also available to digital subscribers as long as the subscription has been purchased directly through the publishers at magazinesdirect.com. Only the recipient of the subscription is entitled to access Rewards. While most offers are only available in the UK, some will be open to subscribers based overseas. Full terms and conditions are available at mymagazinerewards.co.uk

SUBSCRIBE TODAY AND RECEIVE A **GIRO SAVANT HELMET***



WORTH
£69^{.99}

**HURRY! INTRODUCTORY OFFER
CLOSES 31st MAY 2015**

We have gifts available for the first 90 subscribers. Gift colours may vary.

2 Complete and return
the **order form**

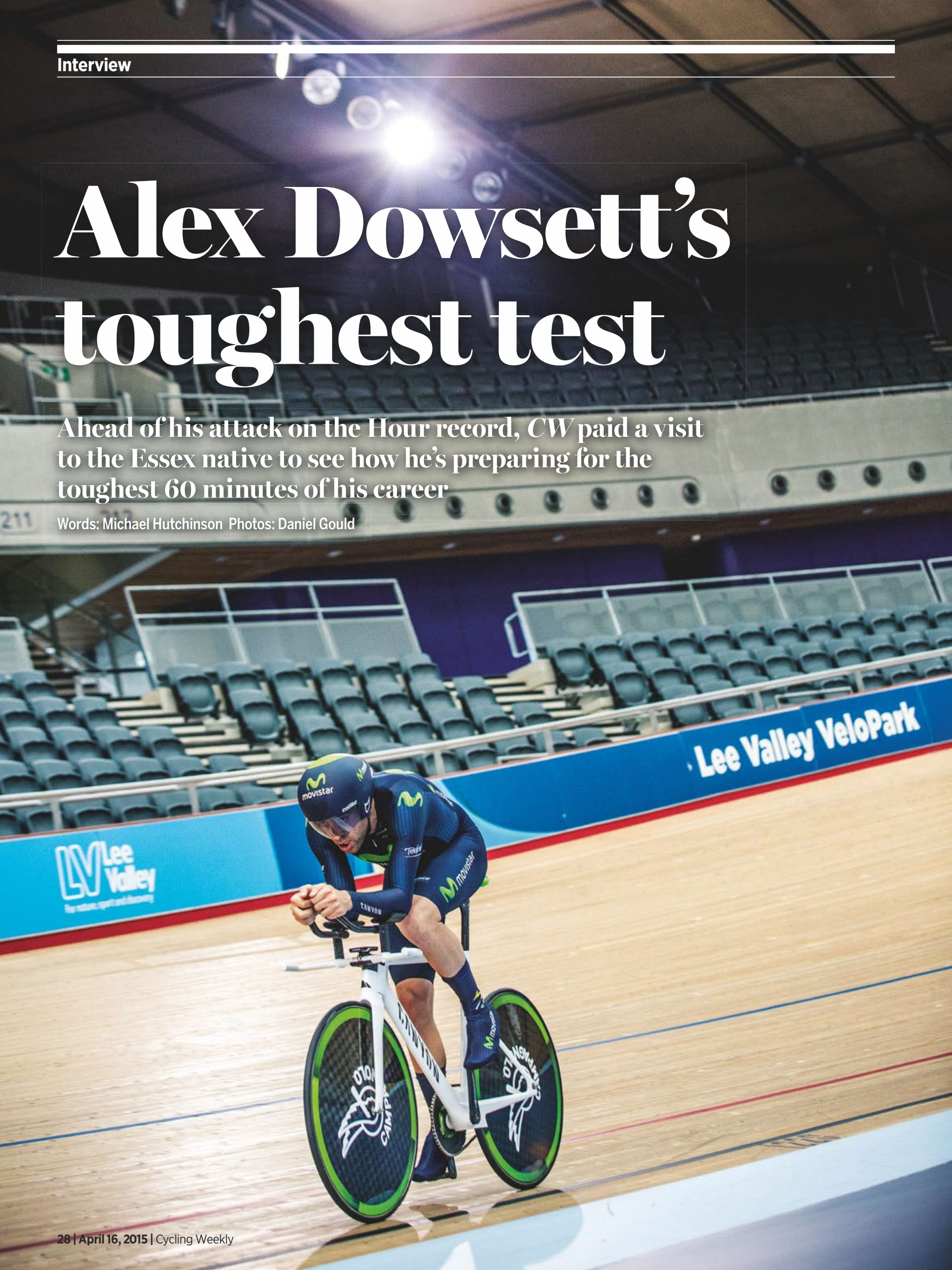
3 Go to
cyclingweeklysubs.co.uk/apr15

THE DIRECT DEBIT GUARANTEE • This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits. • If there are any changes to the amount, date or frequency of your Direct Debit Time Inc. (UK) Ltd will notify you 10 working days in advance of your account being debited or as otherwise agreed. If you request Time Inc. (UK) Ltd to collect a payment, confirmation of the amount and date will be given to you at the time of the request. • If an error is made in the payment of your Direct Debit, by Time Inc. (UK) Ltd or your bank or building society you are entitled to a full and immediate refund of the amount paid from your bank or building society – If you receive a refund you are not entitled to, you must pay it back when Time Inc. (UK) Ltd asks you to. • You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify us.

Alex Dowsett's toughest test

Ahead of his attack on the Hour record, CW paid a visit to the Essex native to see how he's preparing for the toughest 60 minutes of his career

Words: Michael Hutchinson Photos: Daniel Gould



On the track in an empty, quiet Olympic Velodrome, Alex Dowsett rides lap after lap. All on his own, just following the black pursuiter's line for kilometre after kilometre.

It's not the sort of training anyone is used to seeing on a track. Normally track sessions are about short efforts, the buzzing of motorbikes leading riders out. But the Hour is about long solo efforts.

The main focus of this chilly Monday morning is a series of blocks of 11 minutes at over record pace, around 53kph, with two minutes easy rolling in between them. Over the course of the session Dowsett will complete more than 270 laps, a total of over 67.5km.

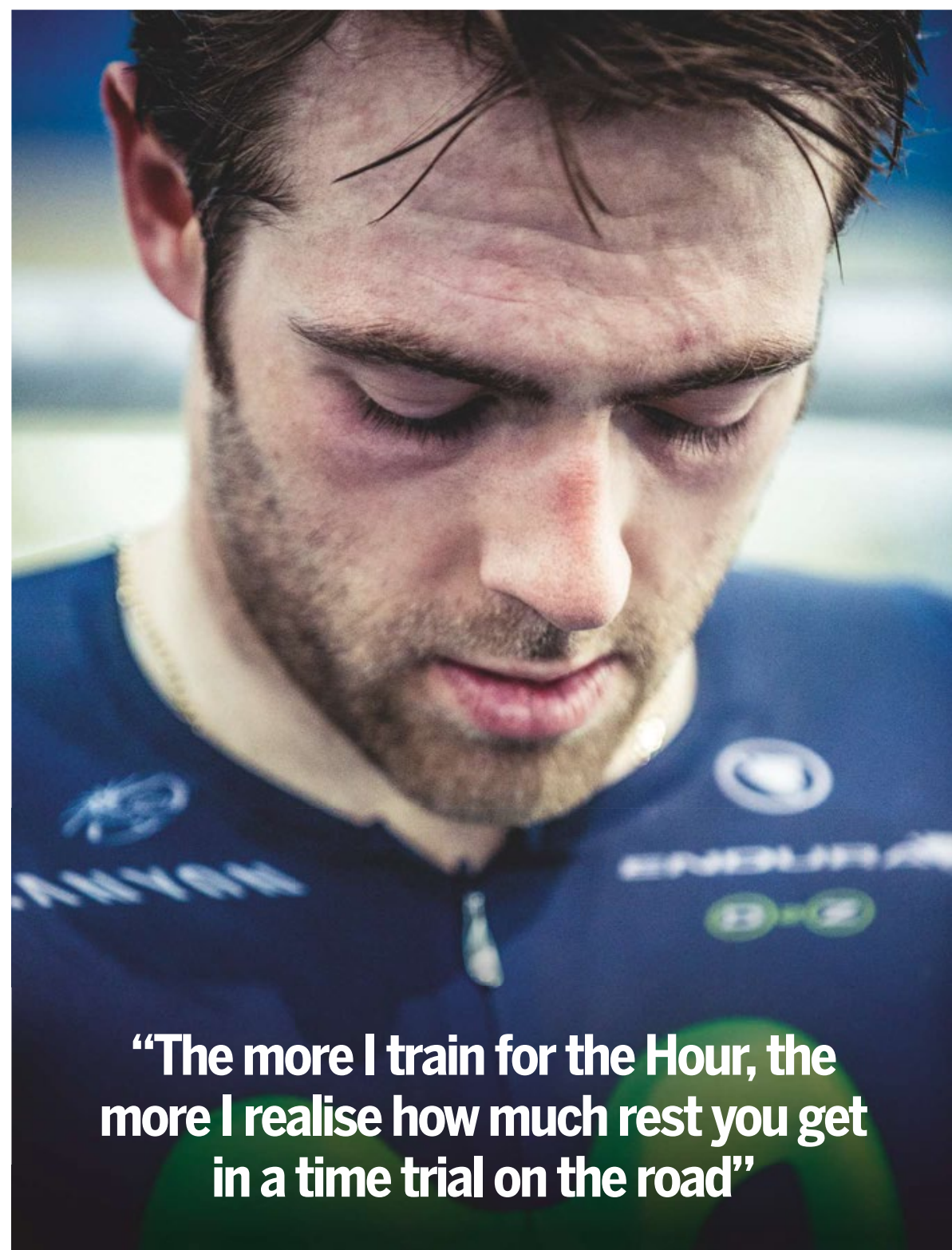
The first 11-minute effort was clearly not all that demanding, but it's not difficult to see how the fatigue level builds. With each rep he's working his way a little nearer to the edge. His form stays perfect and his line stays tidy — only his face gives away how hard he's working by the end.

"It's not easy," he says afterwards. "If the Hour was easy everyone would be doing it. The more I train for it, the more I realise two things: how tough it's going to be, and just how much rest you get in a time trial on the road. Just the micro-rests — little ramps where you can carry speed, but back off the power for a second. Every time you back off the power for a second here, you lose a 10th of a second. You can't do that."

Dowsett was initially due to attempt the Hour on February 27, but his plans were almost ruined when he fell and fractured his collarbone on a training ride in January. The attempt was cancelled, but Dowsett wasn't giving up on it just yet. He kept his fitness during his time away from the track, and a new date was scheduled for the end of this month.

A solitary hour

Training for the Hour feels a long way from the glamorous business of pro bike riding. Dowsett's only company is his coach and a mechanic, who spend their time by the track giving him feedback on his pace, and very occasionally shouting instructions or encouragement. When they do, it echoes around the building. A few velodrome staff are working in the track centre, collecting chairs left over from an event the previous day, but they pay almost no



"The more I train for the Hour, the more I realise how much rest you get in a time trial on the road"

attention to Dowsett and his little team.

"I'm well suited to the Hour," says Dowsett. "I've got my time trialling ability, and when I was with the GB Academy and the Olympic Development Programme I did thousands of laps of the track at pace. I suppose the only downside is that I seem to be best on technical courses, where you have to punch it and recover, and this is more your pan-flat, grind it out kind of time trial."

He bristles a little at the suggestion that he and everyone else is rushing to get to the record before Sir Bradley Wiggins's attempt, scheduled for June: "I'm not sure that's fair. I think riders like [current record holder] Rohan Dennis or maybe myself can make life pretty difficult for him. Brad is a phenomenal athlete, and he'll be phenomenal at the Hour, just as

he is with anything else he sets his mind to. But I don't think it will be a walk in the park for him."

It's hard not to keep thinking how different Dowsett's attempt will be from this deserted track with the echoing noise of chairs being stacked. There'll be bright TV lights shining on the track, thousands of fans expectant in the stands. It's not a thought that fazes him. "If it's anything like last year's Tour of Britain, it will be amazing," he says. "I'll thrive on that — I'll just need to keep a lid on it in the first 10 or 15 minutes and not get carried away. I've got the reasons why I'm doing this in my mind, and that's a bigger motivator than anything. That's what carried me though the last set today, when it was really hurting. It will really be quite an event."

Luke Rowe's Team Sky Pinarello Dogma K8-S



We take a look at the Sky rider's suspension bike for the cobbles of Paris-Roubaix

Team Sky aren't exactly strangers to innovation, so it was no surprise to see Sir Bradley Wiggins and co lining up on the start line at Paris-Roubaix on a brand new Pinarello, complete with rear suspension and a claimed not-so-marginal 4.6 per cent performance improvement over the cobbles.



TYRES

With no specific tyre sponsor, Sky have free rein with tyre choice, and have opted for the appropriately named Paris-Roubaix tyres from FMB. At 27mm, these weren't the widest tyres, with some teams opting for 28mm or even 30mm tubs, while tyre pressures were likely around 80psi.

SUSPENSION

A far cry from the unrefined attempt at road suspension bikes in the 1990s, the Pinarello's rear suspension allows only 9mm of travel. Developed in conjunction with Jaguar, the system claims to reduce energy expenditure over the cobbles by 10 per cent, and doesn't seem to add too much weight either, with the frame still coming in under a kilo.





BOTTLE CAGE

No lightweight carbon here, with Sky opting for the aluminium Elite Ciussi Gel bottle cage. The choice of material means it can be bent into shape to hold the bottle firm over the rough cobbles, with grip tape also added to the inside of the cage for a little extra security.

BAR TAPE

Every little helps when dealing with the cobbles, and with no form of shock absorption at the front of the Dogma K8-S, Luke Rowe has opted for a double helping of handlebar tape. In fact, there's so much tape that it almost covered the Di2 sprint shifter on the inside of the bars.



GEARING

With no big hills on the route, big gears are the order of the day for Paris-Roubaix. Rowe chose a 53/46t set-up at the front and 11-23 at the rear of his Shimano Di2 groupset. The crankset was also equipped with a Stages power meter, and we'd expect to see that data put to use to determine whether the K8-S will be returning to the cobbles in 2016.

Bike mods for Paris-Roubaix

The mechanics certainly have to work hard ahead of the Hell of the North

Photos: Russ Ellis

Besides the racing, some of the most exciting things about Paris-Roubaix are the weird and wonderful technical solutions the teams come up with to deal with the unique challenges posed by the cobbles. Although Team Sky's new suspension-assisted Pinarello may have stolen the show, the wily old team mechanics had plenty of other tricks up their sleeves to help their men reach the famous Roubaix velodrome in the fastest possible time.



RETRO CALIPERS

Although the peloton is moving towards wider tyres, apparently the latest brake caliper designs aren't quite keeping up. With plenty of riders opting for 30mm tyres, there were a few sets of cantilever brakes on display in order to offer enough clearance, while a number mechanics dug out some old Shimano long-drop calipers.

BIG 'SMALL' RINGS

With no hills of note, Paris-Roubaix is big-ring paradise. Alexander Kristoff opted for 53/44t set-up on his Dura-Ace chainset. This seemed the most popular choice on the day, though we also saw a few riders opting for even bigger inner rings.



CHAIN-CATCHER

A dropped chain at a vital moment could spell the end of your Paris-Roubaix chances, and with the rough and rutted cobbled roads making the chain jump up and down, the majority of teams opted to fit chain-catchers to keep everything on the straight and narrow.



PRO-ONLY TYRES

You won't find these down your local bike shop. These special-edition Continental Competition Pro Ltd 28mm tubulars are only made available to Conti's sponsored teams and riders.



BAR-TOP BRAKES

The easiest way to ride the cobbles is with your hands on the tops of the bars, so Etixx-Quick Step were not alone in fitting bar-top brake levers for better control and a fighting chance in the event of the rider in front hitting the deck.



CLIMBERS' SHIFTERS FOR THE COBBLES

With most teams using electronic shifting, mechanics were busy fitting remote shifters to let their riders change gear and respond to attacks without moving their hands from the tops.



DROP STEM

With a number of teams opting for endurance-orientated bikes with taller head tubes, some riders were forced to choose stems with a pretty serious negative drop in order to recreate their usual race bike position.



STEM NOTES

Subtle changes are made to the course every year, so even the most experienced riders needed notes on their stem showing the difficulty and length of the 27 cobbled sectors.



SPEED SENSOR

More in hope than expectation? A Katusha mechanic attaches a magnet for a speed sensor, although if that stayed in place over the cobbles we'd be very surprised.

Smart-glasses have arrived

Ahead of the official launch, *Oliver Bridgewood* takes a look at Recon's smart-glasses — a hot new product that could really change the face of cycling

Live ride data displayed on your sunglass lens is the pinnacle of wearable tech in the cycling market. Recon's new Jet smart-glasses are crammed full of technology and sensors: Bluetooth Smart, ANT+ and Wi-Fi connectivity allow you to pair the Jet to smartphones and sensors, such as cadence and heart rate, while an altimeter, accelerometer, thermometer, GPS and built-in gyroscope offer further functionality and huge app potential.

Recon is running an open platform that will allow third party developers to create a huge range of apps to extend the uses of the Jet. Strava and Training-Peaks are obvious applications, although neither has released plans.

Intuitive innovation

A 720p HD Camera enables you to take stills and video on the fly. While not envisaged to be a replacement for a GoPro, the camera is intended to capture those random moments when you might normally reach for a smartphone.

I was able to try out a prototype device and play with the menus and OS. To switch between screens there is a touch pad and intuitive rocker switch, all operated by a single hand on the side of the device. I found it easy to use and within minutes had got to grips with it.

A common objection is that having a screen in front of you while riding is dangerous. What was immediately obvious to me is that you do not have to look at it. Much like the speedometer on your car dashboard, it is there when you want it. Recon argues that the Jet is

actually safer than having a computer on your stem and I am inclined to agree. The reason is that if you choose to focus on the data in the corner of the glasses, any potential hazards on the road are still in your peripheral vision. Looking down at a stem gives you a much smaller field of vision, putting you at greater risk.

While not as featherweight as a pair of Oakley Radarlocks, which weigh around 30g, the Recon Jets are a respectable 60g. The glasses are 32g, with the pods on either side each weighing 14g. This means the weight is evenly distributed around the frame. In my limited time testing the prototype I found the weight unobtrusive and the glasses felt comfortable on my face.

Not having an opportunity to perform my own run-down test, I can only report the claimed battery life. Recon states this to be around three to four hours, depending on how you use the product and the external temperature/pressure. Much like a smartphone, if you constantly record video the battery life will be considerably shorter. You could always take a spare battery if you were embarking on an epic ride. The battery pod can be unclipped and replaced easily enough. Recon says that should this occur the Jet's system would reboot and carry on where it left off and your data will still be recorded as a single ride.

So how much will a head-up display on your bike cost? The retail price is likely to be £579.99 or \$699. While this is expensive, if you consider that a pair of Oakleys are £200 and a Garmin 1000 is



£350, the Jet effectively combines both these products. By the way, unlike a normal pair of glasses, the Jets don't have a case, they have a 'hanger'.

OUR TAKE

Does this mean that Chris Froome will no longer have an excuse for looking at his stem? Possibly. Purists will moan that cycling should be simple and free from numbers, gadgets and screens. While we agree that the habitual Sunday ride should be about enjoyment, being outside and socialising, we are firm believers that technology such as this can improve the performance of those in a time trial or competitive environment. Like it or not, wearable tech is coming and will change the way many of us ride.



A vision of the future?

HOT STUFF

B'Twin 700 Carbon road shoe

Decathlon's in-house B'Twin range includes these 700 road shoes that offer stunning value at a penny shy of £80. These carbon-soled, cable-fastened shoes certainly look the part and tip the scales at under 240g each (43) — we'll let you know later in the month if they're too good to be true.

www.decathlon.co.uk

£79.99 Test Report: April 30



Topeak Dual Touch bike stand

Easy to assemble and with no need for a wall to fix it to, Topeak's Dual Touch stand could be the solution for those short on both floor and wall space. The extension of up to 355cm (with the optional extender) covers most ceiling heights, while tilt and mount adjustments should make sure it fits virtually any room.

www.extrauk.co.uk

£139.99

Test report: July 9



Rapha Climber's Jersey

Hitting our scales at 116g is Rapha's bid for group test glory in next month's lightweight jersey test. Developed with mesh fabrics used by Team Sky, Rapha has designed this garment to be as breathable as possible.

Weight weenies might want to cut out the neat glasses wipe to shave a little extra weight, though...

www.rapha.cc

£130

Test report: May 21



Recon Jet sunglasses technical specification

Computing, sensing and connectivity	CPU 1GHz dual-core ARM Cortex-A9
	Memory 1GB SDRAM, 8 GB flash
	Sensors 3D accelerometer, 3D gyroscope, 3D magnetometer, Pressure sensor, Infrared (IR) sensor
	Connectivity GPS, Bluetooth 4.0 (Bluetooth Smart), ANT+™, Wi-Fi (IEEE802.11a/b/g/n), Micro USB 2.0
Display	Widescreen 16:9 WQVGA display Virtual image appears as 30" HD display at 7', high contrast and brightness, power-saving sleep modes including IR-enabled Glance, Detection technology
Controls	Optical touchpad Usable in all weather, Usable with gloves, 2-button rocker
Audio and video	Camera Point-of-view photos and video, dual microphones, Integrated speaker
Power supply	Battery Swappable lithium-ion, Rechargeable via included USB cable to computer or power adapter

Garmin Vector pedals £1,199.99

To ensure accurate power measurement, it is absolutely crucial to install these pedals to the correct torque. This, along with lining up the pods correctly, is bit of faff and requires the use of torque wrench and special tool called a crowfoot adapter (included). Once installed, power measurement is superb, reliable and accurate. I compared the power trace to that recorded simultaneously on a Wahoo Kickr, and found little difference between the two. When considering the portability between bikes, overall weight and the accurate double-sided power measurement, Vector is a competitive product. However, although I experienced no problems, the vulnerability of the protruding pedal pods does nag in the back of

your mind. *Oliver Bridgewood*
351g (inc. pedals, pods and two washers)
www.madison.co.uk

8



Power at the pedals:
it's revolutionary!

Pods require
careful installation



SeaSucker Talon QR-1 roof rack £249.99

It was very hard not to worry about our precious cargo when using the SeaSucker Talon QR-1. The extremely effective sucker pads stuck like glue, but trundling down the motorway it was always in the back of our minds that our bikes weren't being held in place by traditional, sturdy nuts and bolts. Convenience is key with the Talon; a simple pump action engages the sucker pads, which never popped off, even with a bit of exuberant driving. Even so, a simple pull of the tab released the pressure, allowing removal of the mounts for stowing away in the car boot. The only downside is the lack of security, especially when stopped at a service station — you can't exactly leave it on the roof unattended. *Symon Lewis*. **2,123g**
www.fisheroutdoor.co.uk

9



Specialized S-Works road shoes £259.99

Low-profile, light and extremely stiff, these S-Works shoes are a common sight in the pro peloton. They offer everything you need from a race shoe. The stiffness of the extremely thin carbon sole is complemented by the upper that, once fastened, barely gives an inch. Performance-wise, the benefits are clear, with no energy wasted from foot to pedal. The upper is made of strong stuff and the BOA clamps are stronger still, giving steadfast retention. These factors can, however, be a problem if the shoe isn't a perfect fit, as the upper doesn't 'give' over time. If you have narrow feet, you'll have no problem; wide feet may be pinched. Not only do the BOAs clamp up tighter than any other shoe system I've worn, but do so gradually when turned one way and then gradually loosened



the other, rather than the instant release of previous BOAs — brilliant for micro-adjustment on the go. An excellent shoe; just make sure they fit straight out the box. *Simon Richardson* **488g (size 42)**, **www.specialized.com**

8



Giro Synthe helmet £199.99

Product of the week

Adorning the heads of Katusha and BMC riders, the aerodynamic Synthe has quickly become their go-to helmet, and we can understand why. Having recently worn the Synthe on the climbs of Majorca in 25°C heat, the venting is superb and there is no penalty, despite the added aerodynamics. The Synthe is also considerably cooler than its main rival the Specialized Evade. The Roc Lock Air retention system is excellent and the overall fit is very comfortable. Many of the new aero road lids divide opinion with regard to their looks, but the Synthe is a great looking helmet that seems to suit anyone who wears it. It is expensive, but it is the best helmet I have had the pleasure of testing. *Oliver Bridgewood* **246g (size medium)** www.zyro.co.uk

9

DT Swiss Spline 38T wheelset £1,149.98

The Spline 38 is a superb, all-round wheelset, which also comes in clincher and disc brake versions. The 38mm rim provides a good aerodynamic advantage without losing everyday usability. I rode these wheels in a couple of criteriums and they are an excellent set of hoops. Weighing in at a svelte 1,310g per pair, accelerating out of corners and attacking is a joy. Despite the light weight, the Splines are very stiff, and so far I have noticed no flex or brake rub when sprinting full-gas. Super-smooth hubs and a dependable braking surface round out the package. With a retail price below £1,200 a pair, the Splines offer top-end performance comparable to wheels that cost closer to £2,000.

Oliver Bridgewood **1,310g per pair,** www.hotlines-uk.com

9



Endura Pro Adrenaline Race Cape £64.99

Lightweight, translucent and fully waterproof, this Endura jacket is pretty close to the perfect rain cape. The nylon fabric does a great job of keeping you dry even in heavy rain, but remains breathable to prevent overheating when working hard in race situations. Endura has given the Adrenaline Race Cape a padded storm-flap and collar for comfort, but despite these additions the jacket still stuffed down small enough to be hurriedly shoved in a rear pocket. My only complaint was the slightly baggy fit, which meant that the jacket flapped about in the wind. *Henry Robertshaw* **110g** www.endurasport.com

8



Hoy Vulpine El Toro bibshorts £79.99

Named after a village in western Majorca, the El Toro bibshorts are, as you'd expect, a great lightweight choice for warmer weather.

They are one of a range of products to come out of the new clothing collaboration between Sir Chris Hoy and Vulpine, and are constructed from a lightweight Polyamide fabric with a Coolmax bib that's soft and exceptionally comfortable. However, I wasn't so convinced by the Cytech pad, which did a good job on shorter blasts but didn't, for my liking, provide enough support on longer rides. The silicone grippers around the hems also proved a little ineffective, and while the shorts may have stayed in place on Sir Chris's tree trunks, they slipped up on the legs of our mere mortals. *Henry Robertshaw* **167g,** www.vulpine.cc

7



LONG TERM TEST

Six months later

Vredestein Fortezza Senso All Weather road tyres £40 each

It's been nice to have a tyre that can take you from winter training rides to warm weather conditions and, completing the circle, into races too. This set has worn well and has brushed off much of what we've thrown at them. Well worth the £40 price tag. www.saddleback.co.uk

10



All weather claims borne out

Can't live without

Lezyne RAP14 multi-tool £17.99

Every ride for the last three years has been undertaken with this tool in my pocket or saddlebag. It has got me out of more mechanicals than I can remember, and has often been required to do a job that a co-rider's inferior tool failed at. The chain tool and spoke key are particularly useful. www.upgradebikes.co.uk



The RAP14 succeeds where other tools fail

Merida Reacto Team E £7,000

Tested by: Oliver Bridgewood | Miles ridden: 1,142 |
Size tested: 54cm | Weight: 7.54kg/16.6lb

If you watched any road cycling coverage on Eurosport over the last year, there is a good chance you saw an oft-replayed advert featuring a comedically dubbed Rui Costa describing

the Reacto as “M.O.R.E. bike”. And so the obvious question arises: is the top-of-the-range model from the Taiwanese brand actually ‘more’ bike?

Frame
According to Merida, the Reacto is only marginally less aerodynamic than the Cervelo S5 — considered the industry benchmark in aero terms. When they tested the Reacto at 45kph, it came up just 0.94 per cent short in terms of power output. However, Merida claims that the Reacto is a superior package owing to its much greater comfort and flex.

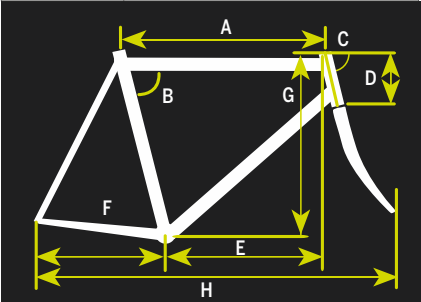
The added comfort comes from a number of technologies. Firstly there is the S-Flex seatpost. The rubber insert compresses and flexes, taking the buzz out of the road. The carbon lay-up also features natural flax fibres. Merida has found that inclusion of flax fibres in the carbon structure of the seat, chainstays and fork blades reduces high-frequency vibrations.

The geometry is aggressive. The top tube is long and will encourage adopting a low, aero position. My size 54cm test bike came up large and is similar to a 56cm frame in



Super-stiff Team E is let down by its hefty wheels

Merida Reacto Team E	
£8,000	
Frame	9/10
Specification	8/10
Ride	9/10
Value	7/10
Distributor	www.merida-bikes.com
Frame	Reacto CF4
Fork	Reacto Carbon superlite-direct
Size range	47, 50, 52, 54, 56, 59cm
Weight	7.54kg/16.6lb
Groupset	Dura Ace Di2 (Rotor chainset)
Alterations	Pro Falcon Carbon saddle, Mavic Cosmic, Carbone 40c wheels, Vredestein Senso 25mm tyres
Gear ratios	11-28, 52-36
Wheels	Fulcrum Red Wind 50mm clincher
Tyres	Continental GP 4000s 23mm
Bar	FSA K-Force compact OS
Stem	FSA OS99-6
Seatpost	Aero carbon SL Di2
Saddle	Prologo Nago EVO triax



SIZE TESTED: 54CM							
A	B	C	D	E	F	G	H
560	72-75°	73°	15.9cm	40cm	40.5cm	55.9cm	99.4cm

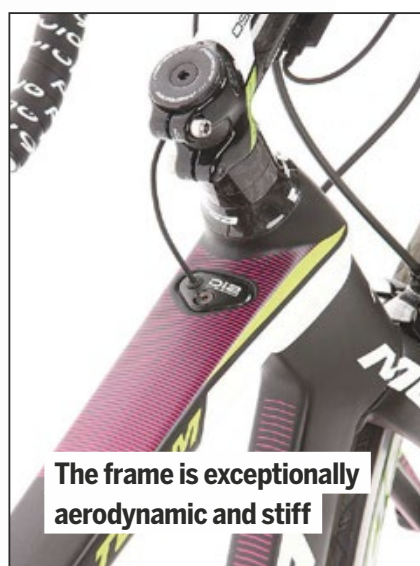
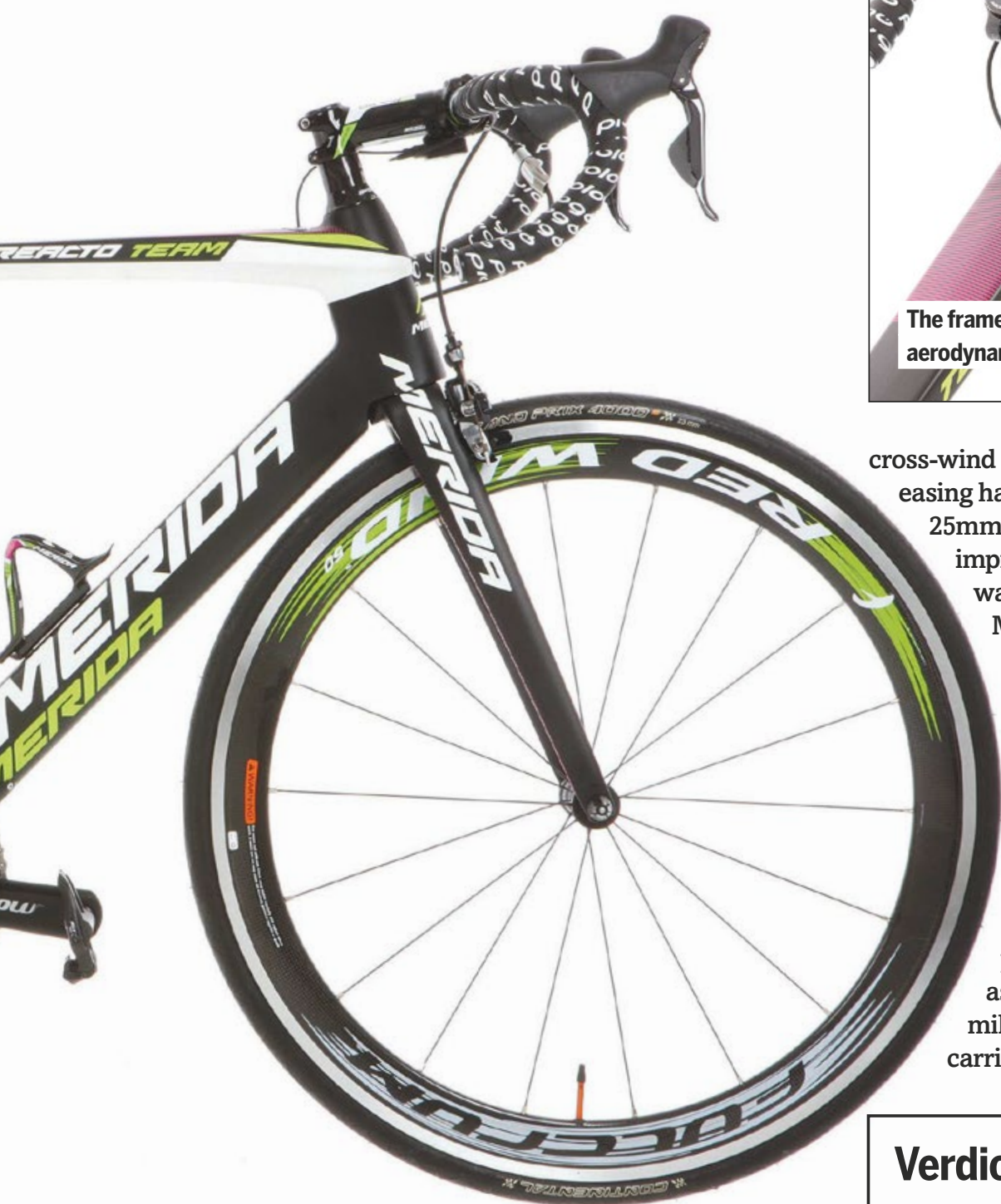
many other bikes, with the stack being 559mm and reach 400mm. By comparison, the reach in a 54cm Specialized Venge is 386mm.

Specification
Being a top-end machine the Team E comes kitted with Dura-Ace Di2, which provided flawless gear changes. Front mech shifting on the Rotor Flow chainset worked very well too, with no dropped chains throughout the test period. We really like the Shimano Dura-Ace direct-mount brakes, which offer superior stopping power and modulation over the standard

single-mount caliper. The rear brake is mounted on the bottom bracket in an effort to reduce drag, and we love the look that this gives to the rear triangle. Throughout long-term testing we found that the rear brake was reliable and easy to maintain.

Wheels are Fulcrum Red Wind 50s, which weigh 1,755g a pair — pretty heavy for such a high-end machine.

The chainset is a mid-compact Rotor Flow with NoQ, meaning that the rings are round and not oval. The Rotor Flow cranks suggest that no stone has been left unturned in the hope for aero



The frame is exceptionally aerodynamic and stiff



Rotor Flow chainset proved flawless

cross-wind stability and easing harshness. Using 25mm tyres further improved comfort; it was a surprise to see Merida buck the wider tyre trend with a set of Conti 23mm. For such a very stiff frame, the Reacto Team E is commendably comfortable and has been a pleasure on rides as long as 100 miles. Let's not get carried away, though;

you certainly wouldn't want it for cobbles or rough surfaces.

Value

This premier league bike is competing with the big guns — the Pinarello F8, Cervélo S5, Giant Propel, S-Works Venge and Canyon Aeroad. The problem is that for £5,899 you can purchase a Canyon Aeroad with full Di2 Dura-Ace, integrated aero handlebar and Zipp 404 wheels. While we prefer the comfort and stiffness of the Merida, the Canyon knocks it for six on value — so much so, it would be hard to justify the extra outlay.

gains, with Rotor claiming that Flow cranks can give a 26.4-second advantage when averaging 200W over 180km. For those of you who are not regular players of Countdown, that is 0.14 seconds per kilometre. Marginal gains!

Riding

Appearances can be deceptive, with the Team E frame looking almost identical to the slightly more affordable £3,500 Reacto DA Ltd. However, with regard to the ride, these bikes are poles apart, and the difference really is staggering.

Owing to a different carbon

lay-up, this bike feels like the bike the DA Ltd wants to be. The bottom bracket and fork are supremely stiff, making accelerating out of corners and sprinting noticeably efficient. The rear triangle of the Team E is among the stiffest I have ever ridden — to the extent I had an issue with the rear brake rubbing on the wheel when out the saddle. This was highly annoying, but was resolved when I substituted the Fulcrums for a pair of Mavic Cosmic Carbones.

Changing the wheels also dramatically improved the ride, reducing weight, adding

Verdict

If I were on the Lampre Merida Team, I would be delighted to be riding the Team E. It is a superb bike that instantly feels fast the first time you hop on it. It's an out-and-out race machine that loves to attack and even feels at home on climbs. The frame is superb, but the wheels that come with the bike let it down, especially considering the £7,000 price tag. They are not stiff enough and are too heavy. Regarding the weight, by changing to a carbon-railed saddle and mid-section tubular wheels, I reduced the bike to 7kg

— so if you are looking for a super-light, climbing bike, look elsewhere. The frame is certainly 'more'; it is just a shame that it doesn't come with 'more' wheels.

8

For

- Supremely stiff frame
- Noticeably fast
- Stunning looks
- Impressive comfort
- Excellent brakes

Against

- Wheels too heavy
- Wheels not stiff enough
- Expensive
- 23mm tyres

Long-sleeve jerseys

Henry Robertshaw finally puts the winter jacket to the back of the wardrobe and goes in search of something lighter

What

A short-sleeve jersey with arm-warmers may have more to offer in terms of versatility, but if you've ever suffered from warmers slipping down your arms or had chilly wrists from pulling them up too far, you'll know they have their downsides. So with the thermometer not yet getting much above the mid-teens, a good long-sleeve jersey with light windproof and thermal protection is a more reliable option.

Why?

Having tested a series of more heavy-duty thermal jerseys back in February, we have chosen five jerseys offering a lighter level of protection and intended for temperatures north of 10°C. A couple do feature some thermal material, so it will be interesting to see whether these are more or less versatile than their lighter competitors.

How?

It's great to put the winter behind us and head out under clear skies. These jerseys were tested back to back on a series of sunny rides in the Surrey Hills, taking in the chill of the morning and also mid-teen afternoon temperatures.

HOW WE SCORE

- 10 - Superb, best in its class and we couldn't fault it.
- 9 - Excellent, a slight change and it would be perfect
- 8 - Brilliant, we'd happily buy it
- 7 - Solid, but there's better out there
- 6 - Pretty good, but not quite hitting the mark
- 5 - Okay, nothing wrong with it, but nothing special
- 4 - A few niggles let this down
- 3 - Disappointing
- 2 - Poor, approach with caution
- 1 - Terrible, do not buy this product

Lusso Classico £60

There's no doubt that British-designed cycling clothing is flourishing, with the likes of Rapha, Vulpine, and Morvélo (read on) leading the way. However, if you want your kit truly British born and bred, it's hard to look past Lusso. All of the brand's products are designed and produced in Manchester.

Weight
250
grams

These roots are certainly reflected in the design of the Classico jersey. The interior has the feel of a light brushed fleece material, which offers the perfect level of protection for the unpredictable temperatures of the British spring. The high collar and close-fitting cuffs are also a nice touch, doing a good job at keeping out the morning chill

As a contingency plan for warmer temperatures, Lusso has covered the outside of the jersey in tiny pores to improve breathability, making this a versatile garment. However, the similar — but perhaps more expensive — fabric used by Morvélo is thinner and lighter.

Like all of the jerseys on test, with the exception of the Scott, the Lusso Classico features three good-sized open rear pockets plus a zipped security pocket for valuables. That said, I wasn't so impressed with the front zip, which was a little difficult to use, lacking a tab. It rubbed against my neck when pulled right to the top.

www.lusso.bike



Pearl Izumi Select Thermal £59.99

If you're after a seriously warm thermal jersey, it's probably worth looking at Pearl Izumi's higher-end Elite and Pro lines, but for a lighter-weight long-sleeve jersey designed for spring riding, the Select is the way to go. Riding in the Select Thermal jersey is almost like riding in a casual fleece. Its material is soft against the skin and reasonably lightweight, which makes it extremely comfortable to wear. Though Pearl Izumi's suggested temperature of around 15°C seems pretty much spot-on, I was comfortable wearing this jersey down into single figures.

Weight
228
grams

However, I wasn't so convinced by the "semi-form" fit, which, although well designed around the torso, was too loose on the arms, where excess material flaps around while you ride. Like dnb, Pearl Izumi has used a loose-fitting hem around the wrist, which, although comfortable, fails to keep out cold air, undermining much of the good work done by the lightweight thermal insulation.

Other details are better thought through. The Select features three good-sized rear pockets, and there's a neat little sweat-proof pouch within the middle pocket, a perfect inner sanctum for keys and credit cards. The subtle reflective patches on the front, rear, and sleeves are well positioned too.

www.madison.co.uk



Scott RC Team £54.99

More and more cycling kit seems to be offered only in the binary options of black or lurid hi-vis yellow. So when I saw that Scott offered the RC Team jersey in this attractive green-on-green version, the decision was a no-brainer (a black/dark grey version is also available, if that's your thing).

Weight
165
grams

The choice of colour seems appropriate for the changing of the season, and this jersey is certainly more suitable for late summer riding when there's a bit of greenery on the trees. Apart from the longer sleeves, there's nothing different from Scott's RC Team short-sleeve jersey, meaning that I found this jersey most at home fending off UV rays rather than chilly temperatures.

The Scott jersey is the lightest on test, and it is extremely comfortable. The polyester fabric is surprisingly soft on the skin, and the slightly relaxed fit makes it a great choice for sunny after-work cruises through the lanes — when having fun takes priority over going fast.

Thankfully the relaxed fit doesn't extend to the collar and cuffs, which sit pretty snug to the skin, keeping chilly breezes at bay once the sun starts to go down. The only downside when it comes to comfort is the lack of material behind the zip, meaning it can rub against your neck.

www.scott-sports.com

8



dhb Windslam £44.99

While the other four jerseys on test have a relatively simple construction, the Windslam features a lightweight polyester back and sleeves (similar to the material used for the Scott RC Team jersey), while the main front panel is made from a more sturdy wind-resistant material, complemented by a taped full-length zip. For this time of year, this design makes complete sense, and is roughly comparable to wearing a windproof gilet over the top of a short-sleeve jersey and arm-warmers. So in effect you're getting three pieces of clothing in one — not bad for the impressive sub-50-quid price tag.

The well-thought-out design extends to the Windslam jersey's smaller details. The three rear pockets may not offer the same storage space as those on the Morvélo jersey, but are still more than big enough for provisions on a five or six-hour ride. There's also a sweat-resistant valuables pocket, which is centrally positioned to stop your keys and phone tugging the jersey down at the sides, and reflective details on the front, rear and sleeves for when those after-work rides stretch on a little longer than expected.

My only gripe was with the sleeves, which billowed in the wind, and didn't feature a tight enough cuff to prevent chilly air making its way in.

www.wiggle.co.uk

Weight
251
grams

9



Morvélo Bici Thermoactive £85

I'll get the negatives of the Morvélo Thermoactive out of the way early. First, the price, which at double that of the dhb, might be hard for many riders to stomach. Secondly, I found the pockets were positioned a little high on the back, making reaching round for food while on the go a little awkward.

Now that's out of the way, we can talk about what a great job Morvélo has done with this top. Of all the jerseys here, this is the most versatile, with the Thermoactive polyester fabric keeping me at a comfortable temperature even on long rides, which started in the cold and mist and finished in bright sunshine and mid-teen temperatures.

The athletic cut makes this jersey fit close to the body, but not to the point of being uncomfortable or unflattering. There's no loose material hanging from your chest when bent over the bars, and the arms are long and thin, so are perfectly suited to the typical skinny cyclist build.

Unlike Lusso and Scott, Morvélo has included a stretch of material behind the zip to prevent irritation, while the three open and one zipped pockets, although difficult to access, offer plenty of storage for provisions as your rides get longer with the better weather.

www.morvelo.com

Weight
220
grams

9



FITNESS

How to... master group riding etiquette

Follow our simple guide to avoid becoming 'that guy' on your maiden organised ride

Marc Abbott

Whether you're planning your first club ride or you've been riding in groups for years, you could benefit from a course in riding etiquette. Nick Smith, of Core Cycling Solutions (www.corecyclingsolutions.com) is a cycling coach and veteran of many mass participation events in the UK and abroad. Here he explains how to make friends and influence people on your next organised ride.

"Communication is often the biggest problem," says Smith. "Many riders feel if they are shouted at, they are being singled out, and a lot of experienced riders feel if they talk too much they will be told to shut up."

Smith goes on to highlight the dos and don'ts: "It's important to point out obstacles like potholes and parked cars in the road in good time, and to point these things out through the group. If the riders in front have alerted you to something, then do the same for the riders behind you."

And remember it's OK to sit at the back of the group, too. "If you're riding on your limit and can't take a turn on the front, most riders won't mind you sitting on," says Smith, "as long as you don't get in the way of the riders who are able to work."

Spatial awareness

Essential points

- Communicate
- Be aware of what's around you
- Share the road
- Don't 'half-wheel'

is also key, Smith explains: "I've been in groups before where I've been left behind simply because they had no idea I'd stopped for a natural break or a mechanical."

"It can also feel strange to ride so close to people you don't know, so maintain a space of one or two feet around you. Cover the brakes, ready for a quick dab if you need it."

Top of the list of no-nos is 'half-wheeling': nudging your front wheel ahead of the rider next to you. Smith explains: "This will disrupt the group behind and put them off wanting to ride on the front with you as you will constantly increase the speed of the group."

Rider safety should always be considered. "Never ride more than two abreast," offers Smith. "It's unfair on other traffic, and to any cyclists who want to overtake you. And maintain a position to the side of the road, but not in the gutter."

Finally, don't do anything rash. A smooth riding style will keep you and your friends out of trouble. Smith says: "Whatever you do, don't swerve in the road. If you need to move, do it gently and warn others

with a signal — you don't want to take out someone's front wheel and bring them down."

Follow these golden rules and there's a whole summer of fun waiting for you.

DO pay attention. Has it gone quiet at the back? Maybe someone's had a puncture. Keep talking to each other, and retain a respectful distance between bikes.

DO communicate. Don't be afraid to pass on advice to less experienced riders, and don't be offended if someone shouts something out... there will usually be a good reason for it.

DO call out obstacles. A flowing group of riders working as one will shout out road obstacles ahead, and echo that warning back down the group to the riders bringing up the rear.

YOU
SAY

Treat others how you would want to be treated.

Emma Vigor

Don't just sit on someone's wheel all day. Do your turn at the front.

Liam Hawkins

DON'T half-wheel the rider next to you.

Pushing the pace of the group up isn't going to win you any friends. It's not a race, and if you want to go faster, move on up the road.

DON'T discard energy gel wrappers on the road. Be respectful to the region in which you're riding, and tuck empty wrappers into a jersey pocket.

DON'T ride more than two abreast.

Riding three abreast or more makes it very hard for motorised vehicles to overtake you, and also puts pressure on passing cyclists to ride in the centre of the road to get past.

DON'T overlap wheels. A sudden movement from the rider in front could take out your front wheel.

Communication is key. You're riding in big groups with strangers. Let everyone know about upcoming obstacles.

Howie Clarke

If you really have to spit or clear your nose, at least wait until there isn't anybody behind you!

Hannah Walker

Be chatty! There's nothing worse than riding in a group that is silent. We're here to have fun!

Steve Barnes

Don't feel pressured into a turn on the front if you're new. A decent group should be kind to newbies.

Harvey Mushman

Things to do this week

Go nuts

Packed full of protein, fibre and essential fats, nuts are a highly nutritious snack. A standard portion of unsalted nuts (30g) will also contain a number of vitamins and minerals — we've listed some of the main benefits below.

■ **Cashews** Rich in protein, iron and zinc and a great source of magnesium.

■ **Chestnuts** While they may be lower in protein than some other nuts, they are also lower in fat and calories, but rich in carbohydrates and fibre and also a good source of vitamin C.

■ **Almonds** A great source of calcium to help build strong bones, they also contain vitamin E and heart-protecting compounds called flavonoids.



Rude Health Drinking Oats

If you've skipped a meal and are feeling peckish, you may want to consider Drinking Oats. According to the makers,



Drinking Oats turn any cold drink into a smooth snack. The oats, which are cleverly milled, easily dissolve when added to water or juice, creating a textured drink. Each serving contains 5.4g of carbohydrates, 1.5g of protein and 1.1g of fibre. Can be added to water, milk or juice.

www.rudehealth.com

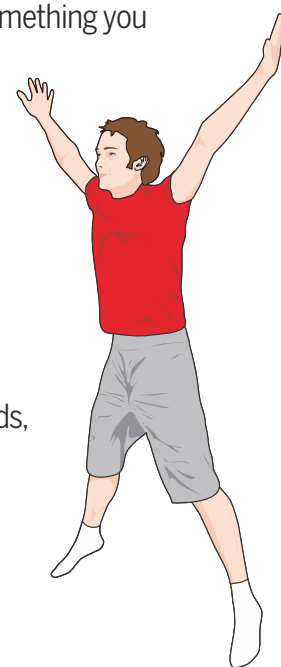
Star jumps

Star jumps are simple but effective. OK, they may look a little silly, and are perhaps something you used to do when you were at school, but a set of star jumps every day will help strengthen leg and gluteal muscles as well as your ankle joints, knees, hips and lower back.

■ Start off bending your legs at the knees.

■ Jump upwards and outwards, opening your legs apart and reach up as far as you can.

■ As you land, bend your knees until your hands can touch the floor. This will help cushion the force.



Time-saving nutrition tricks

Squeezing in training around long working hours leaves little time for healthy eating. Dietitian *Laura Tilt* shares 10 time-saving tricks to help you eat better without having to cut short your rides



1 Breakfast on overnight oats
Rich in slow-release carbohydrate and lower in sugar than most cereals, oats are go-to breakfast fuel for cyclists, but standing over the stove making porridge takes time, and that's the one thing we don't have. Around 40 per cent of Brits admit to regularly skipping breakfast to save time. The solution is to soak your oats over night. According to Irish oatmeal experts McCann's, this is the quickest and easiest way to prepare your breakfast. Overnight oats take three minutes or less to prepare, giving you a ready-to-eat breakfast in the morning.

As well as tasting great, oats soaked in an acidic medium (like yoghurt) contain less phytic acid, so you absorb more iron. And once you get started, the combinations are endless... Stir in a mashed banana and a spoon of peanut butter for long-lasting energy, or blueberries and a scoop of whey for muscle recovery.

Try it: Mix half a cup of oats (around 50g) with half a cup of yoghurt and half a cup of water (or milk). Throw in a handful of dried fruit, nuts or seeds, stir and leave in the refrigerator. In the morning, stir, adding more milk or yoghurt if needed and top with fruit. Save even more time by preparing a batch of overnight oatmeal in one go.

2 Make smoothie packs
Smoothies are great liquid nutrition for post-cycle recovery — add fruit, milk and a scoop of whey and you've ticked the carb, protein and fluid boxes in one go.

This sounds easy enough, but when you step off the bike and stagger into the kitchen, your motivation to prepare anything can take a nosedive, which is when good intentions get ditched for a take-out, a packet of biscuits or a few rounds of malt loaf.

The fast fix is to make a batch of individual smoothie bags. Load chopped fruits (banana, mango, and berries work well) into freezer bags with a handful of greens and store in your freezer. When you need a fast breakfast or a recovery shake in a hurry, simply shoot one of the bags into a blender with a mug of milk, blitz for a minute and you're good to go.

Try it: Grab a roll of zip-lock freezer bags, a bag of spinach, a variety of fruits and a



marker pen. Chop large fruits (e.g. banana and mango) into pieces and divide the fruits between bags, adding a couple of handfuls of spinach. Squeeze out the air, seal, and label with the contents before stacking in the freezer.

3 Cheat smart with convenience
The idea of preparing all your meals from scratch is idyllic, but if you're working long hours and training hard on the bike, time is going to be limited, which means dropping the guilt and accepting a little help in the kitchen.

Convenience foods are controversial in the nutrition world, but there are good options that can shave hours off your food prep time.

Worried that you'll compromise your health by eating convenience foods? Research suggests frozen fruits and vegetables actually contain as many if not more nutrients as fresh, particularly if they are frozen soon after harvesting. In 2013, scientists at Leatherhead University found the nutrients in frozen berries, beans, peas, sweetcorn and cauliflower were higher than those that had been stored in the fridge for three days (and let's be honest, you've probably had your fruit and veg in the

fridge for longer than that).

To use convenience foods to your advantage, use the lean protein + wholegrain carbohydrate + vegetable strategy. The ready-prepared deli counter is a good place to start: e.g. rotisserie chicken + bag of prepped salad + tub of beetroot + wholegrain rolls.

Stir-fry packs also make great 'fast-food' — fry a bag of ready-prepped veg with a pack of prawns or Quorn, and add a pouch of ready-steamed rice. The Tilda steamed rice packs contain around 60g of carbohydrate per pack, which will go most of the way to meeting your post-training needs.

Best convenience buys: Pasta sauce, bagged salad, frozen fruits and vegetables, ready-baked jacket potatoes, canned fish, tinned tomatoes, canned beans and lentils, steamed rice packs and rice noodles.

4 Cook once, eat twice
Save more time by cooking enough for more than one meal. Get into the habit of cooking once to eat twice and you'll find yourself with spare time on your hands and a fridge full of food you can eat in a hurry.

Think in doubles every time you cook and either freeze extra portions or use the next day. Cooking pasta? Cook double and use the extra portion for a pasta salad the next day, or reheat with a pasta sauce post-ride — tip in tuna or top with feta cheese and greens. Making chilli? Cook extra portions and serve in wraps with guacamole and salsa, or heap over a baked potato.

Boiled eggs can be stored for up to one week in the fridge — start the week by boiling a dozen; use sliced over toast for breakfast, in sandwiches, salads or as a post-workout muscle-booster; three eggs will give you the recommended 20g of protein recommended for recovery.

Leftover rice can be fried with a bag of ready-sliced veggies and prawns or ready-cooked chicken. Baked potatoes can be reheated or sliced into salads; leftover vegetables from your Sunday roast can be put in a stew with meat and a jarred sauce or turned into a speedy soup. You get the picture...

5 Lunch on leftovers
Time-poor lifestyles don't affect just the first meal of the day — according to a study from the Benenden Healthcare Society, a

All work and no healthy food

According to researchers from the University of Minnesota, working 40 hours or more a week is commonly linked with being 'too busy to eat healthily'.

quarter of Brits prefer to snack during the day rather than taking time out for a proper lunchbreak.

If you do take a break, chances are you're one of several million who spend most of it walking to and from the sandwich shop. Lunching on leftovers saves time-spent faffing in the shops, plus you'll save money and be less likely to fall prey to the chocolate bars found by the tills. If you ride after work, a good lunch will make sure you get more from your evening training session or pedal-powered commute.

According to company Love Food Hate Waste, each British household throws away the equivalent of £60 of food per month. The main reason? We cook too much or don't use it in time. Rather than binning leftovers (or eating them for the sake of eating), reserve a portion to take to work the next day.

Ideal leftovers are those that taste good hot or cold, are easy to transport to work, and aren't going to create enemies if you eat them at your desk. Meat and poultry dishes like stews and casseroles can be supplemented with pitta or wholegrain bread, veggie pasta can be teamed with salmon flakes or chunks of cheese. Leftover meat from your Sunday roast can be stuffed into sandwiches, leftover rice can be mixed with canned beans and jarred pesto.

6 Prep it
Dedicating one to two hours each weekend to food preparation will turn pre and post-ride nutrition into a breeze and is an investment in time-saving. Start by prepping fruits and vegetables and place them in containers in the fridge — studies show you're more likely to eat them if they're at eye level. Peppers, carrots, spinach, beets, berries and pineapple work well.

Next up, batch-cook rice and pasta before cooling and transferring to sealed

tubs in the fridge — add to fresh soups, use as a base for salads or mix with jarred sauces.

While your carbs are cooking, batch-bake a tray of chicken breasts and salmon fillets then store in containers. For go-to snacks, make up bags of trail mix; divide almonds, brazils, pecans, walnuts, seeds and dried fruit to individual bags or Tupperware boxes, and take half a dozen to leave in your desk for when hunger strikes.

For fast post-exercise recovery, place a scoop of whey protein into containers or individual sandwich bags, together with any other dry ingredients, e.g. cocoa or flax, ready to shoot into a blender or shaker.

7 Use time-saving appliances
There's a reason why Vitamix made the top 10 Christmas wish-list of gadgets last year; its powerful blender can chop, blend and puree just about anything, and crafting your own peanut butter, pesto and soup can be done at the flick of a switch.

Fortunately you don't have to drop £500 to benefit from time-saving devices. At the very least, a £15 hand-blender will make fast work of soups and smoothies.

The next best investment is a food processor, which will make short work of

“Avoid expensive, unhealthy lunches by taking leftovers to work — good fuelling for your ride home”

chopping, slicing, grating and shredding. Shred a bag of carrots and batch-chop onions and garlic to do away with the first fiddly bit of any meal.

To save serious time, consider a pressure cooker — it's estimated they cook food between two and 10 times faster than other methods, making them particularly useful for beans, rice and lentils — black beans take between eight and 20 minutes to cook, compared to several hours on the stove.

8 Get it delivered
If you have a habit of doing your food shop on an empty stomach at the end of the day, it's time to do yourself a favour and get it delivered.

After the initial time spent tapping in your grocery list, you can use the same order each week, saving you precious hours wondering around the shops. You're also more likely to stay focused



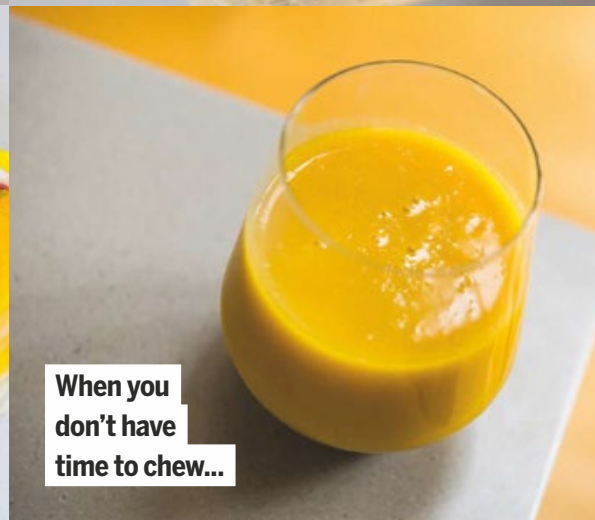
Stir-fry: quick and healthy



Make enough to provide a leftovers lunch



Smoothie bag: nutrients ready to deploy



When you don't have time to chew...

Greens are good

Adding a handful of greens to your smoothie bag boosts the antioxidant content, supporting post-exercise recovery. In one study from the University of Warwick, gym goers eating a daily dose of watercress experienced less DNA damage post exercise.

Eating on the go is OK provided it's quality food



and order only what you need. In one study from Cornell University, shoppers bought 44.8 per cent more high-calorie foods when hungry, versus shopping after lunch.

Another option is to get a veg delivery to your door each week, which costs around £10. Both Riverford Organics and Abel and Cole also offer recipe boxes — for £36, you'll get six meals in a box, and everything comes weighed and measured.

9 Love one-pot meals One-pot meals save time usually spent at the chopping board and at the sink. Get serious by investing in a slow cooker. Most meals suitable for slow cooking require five ingredients or fewer. Simply toss in your choice of meat or poultry, ready-prepped vegetables and stock and leave the pot to do the work. And when you get home, your meal is ready for you — tender and cooked to a turn.

A little-known secret is that you

can also do the same with pasta. For a fast, carb-rich recovery meal to serve two, add 200g of spaghetti to a large pan with one punnet of cherry tomatoes, one tablespoon of olive oil, one tablespoon of tomato puree, one clove of chopped garlic, half a chopped onion, and two cups of water. Bring to the boil, reduce to a simmer and cook for 10-12 minutes until the pasta is al dente. Season, add Parmesan and basil leaves and serve.

10 If you can't make it, fake it If you're en route home to empty cupboards with a rumbling stomach, it's better to take advantage of a ready-made meal than

end up in the biscuit tin. The influx of healthy eating brands means it's easier to make healthy choices, and there's no need to eat a cardboard meal.

Stand-out ready meal ranges include Tesco's 'Eat, Live, Enjoy', Waitrose 'Love Life' and Marks and Spencer's 'Fuller Longer' range, which contains higher levels of protein to control appetite. Innocent's veg pots also score highly. Grab a pack of ready-cooked chicken or prawns to bulk it out.

'Look what we found' is another brand of home delivery ready meals, using natural ingredients in single-serve pouches, ready to heat in the microwave or on the hob. Meals include chilli and rice, bolognese and meatballs from around £2.50.

Frozen food versus fast food

Research published at a 2014 conference of the Academy of Nutrition and Dietetics found those who ate a frozen meal consumed 250 fewer calories, 27 per cent more fibre and 43 per cent more vitamin A than those who opted for a fast food meal.

Ian Stannard: My week in training

Team Sky's hardman Ian Stannard explains how he prepared for a busy Classics season riding on the cobbles of Belgium and northern France

Date: February 16-22 | Location: Peak District, UK

Team Sky rider Ian Stannard tells *Cycling Weekly* exactly what it takes to be a contender in the cobbled Classics. He was a runner-up at junior Paris-Roubaix and thrives on tough courses in bad weather. Part of Chris Froome's Tour de France winning squad in 2013, Stannard achieved his career breakthrough by fighting through abysmal conditions to win Omloop Het Nieuwsblad last year, before a broken back sustained shortly after at Ghent-Wevelgem put an end to his 2014 season.

He bounced back, however, and straight after the Tour of Qatar finished in February, the 27-year-old began a block of heavy training designed to replicate the intense conditions of a Belgian spring. It seems to have worked as the following week Stannard successfully defended his Omloop Het Nieuwsblad title.

Monday

I did a four-hour general ride. I didn't eat too many carbs before I went out — an omelette — in order to do the first few hours a little bit starved, so you're burning more fats and teaching your body not to burn just carbs. I chucked in a few sprints at the end.

WE SAY

Glycogen-depleted rides such as these are great for improving your body's fat-burning efficiency.

Teaching your body to burn fat can help preserve muscle glycogen stores for when the pace increases, or towards the end of races. It is also useful for weight management.

Tuesday

Another four-hour ride, but with an hour and a half in zone three. That's just a general conditioning ride; you're sat in a hard effort for a long time, getting a lot of miles in. Again, just a couple of sprints at the end of

that, to a lamp post or a sign. You've got to sprint, even if it's out of a corner when the hammer goes down. You've got to be able to soak it up as well; you've got to keep on top of it. Even if you're not a sprinter it's something you can't neglect too much.

WE SAY

Sprinting at the end of an already hard training ride is an incredibly useful way to simulate race conditions. Being able to accelerate, even when tired and from an already high pace, is what you need to do to be in with a shout.

Wednesday

I had an easy ride, just an hour and a half out pottering along, actually enjoying riding my bike, looking over the hedges and being a bit of a tourist. There was no cafe

stop; it was probably raining. It's quite an important period [in the season] and the last thing you want to be doing is hanging around in cafes, getting a bit chilly.

WE SAY

Stannard sensibly resisted the cafe stop, and decided to save it for a sunnier, warmer day, at a less vital time in the season. Better to get home, have your recovery meal and put your feet up.

Thursday

A big, hard day — five hours' riding. I started with an hour and a half at zone three, then did some capacity and threshold efforts to really add some fatigue into my legs. I went out over to Holmfirth and cut across to Penistone and the Strines, then cut across to Buxton and back over the Cat and Fiddle climb. It's a bit like simulating the race efforts you're going to get in Flanders — you're riding the cobbled bergs and you're riding them hard. Over the Strines is when you really want to start opening up and putting yourself in the hurt. They are all quite maximal climbs, you're not sat there high zone three or threshold, it's all maximal, in and out of the saddle, really getting the hard effort out of yourself.

Friday

I had a big day, like five or six hours. The idea was to kind of have a race day. I did an hour at high zone three early on to really put some fatigue into the legs, it deadens them and kind of simulates riding hard in the race for a bit. Then I was on Long Hill, doing two minutes' capacity and then straight into 10 minutes' high zone three on the hill. That's just to simulate riding hard into the cobbled climbs and then over the top when the race keeps going, you're just sat there at a hard tempo. I did three of those efforts, and then on top of that I did some 20-40, straight

Ian Stannard

- Age: 27
- Lives: Cheshire, UK/Nice, France
- Rides for: Team Sky
- Discipline: Road
- Best result: Winner, Omloop Het Nieuwsblad (2015, 2014); sixth, Milan-San Remo (2013)





into that. That's right up to the top of the climb to finish it off, which kind of finishes you off to be honest.

Then I dropped across towards Cat and Fiddle and had a hard ride across there. I went round Cheshire and did five minutes capacity on the flat. It's easy to do efforts on climbs and say you're putting out good watts, but in a race you also have to ride hard on the flat. It's a different dynamic, trying to get low and aero and get used to hurting yourself in an aero position. You've got to think, 'I've got to stay low' but you've got to get an effort out and stay smooth. Like most people I find it a lot harder than doing a hard effort up a climb, where you can sit in a more upright position. Then I did a few little sprints to finish that off.

WE SAY

These were two very hard, big days of riding to simulate the demands of race day as much as possible. Thursday was slightly steadier, but Stannard

still did a fair few maximum efforts over the climbs he tackled, as he said "putting yourself in the hurt". On the Friday Stannard including several different types of efforts and really focused on what he knows will be the challenges such as riding hard on the flat in an aero position as *specificity* is one of the key parts of planning training and this session hits all the efforts expected in his target race.

Saturday

I had four hours of general riding again, just trying not to eat too many carbs for breakfast. Then I did a few sprints at the end of the ride again. I normally do three.

WE SAY

After two relatively hard days' riding Stannard goes out for just a general steady four-hour ride. Again he tries to do this slightly depleted of glycogen stores so his body stays used to burning fat and preserving muscle glycogen early on in the ride. His typical three sprint efforts help to

simulate high accelerations that are needed at the end of a race.

Sunday

I had a five-hour, general ride in the hills with just over an hour of motorpacing around the flats. Andy Evans, my physio and soigneur, was with me for two weeks; driving a motorbike, giving me a massage. Then I did my daily core exercises.

WE SAY

What a luxury having a physio on hand. In the final few significant weeks of hard training, keeping on top of any niggles and making sure off-the-bike conditioning is up to scratch can make a real difference to how you feel arriving at the start line. During his ride Stannard does an hour's motorpacing to help maintain that speed needed for racing. When riding on your own it's hard to replicate this, but riding behind a moped mimics the speed of riding in a bunch going 'full-gas'.

Dehydration downer

Staying hydrated may make prolonged effort feel easier

Andrew Hamilton

Optimum hydration for sport performance has been a hot potato in recent years. For years, the advice was to drink plenty at all times and to avoid dehydration at all costs. More recently, however, some scientists have questioned this advice, pointing out that mild dehydration has little physiological impact on performance and that over-drinking can actually be dangerous, leading to low blood sodium (hyponatraemia). But new research into dehydration, mood and perceived effort suggests that the advice to avoid dehydration might be quite wise after all.

During the 100-mile 'Hotter'N Hell' cycling event, researchers looked at the hydration status of 119 cyclists. They wanted to find out whether the cyclists' hydration status — as evidenced by urine concentration — was linked to perceived exertion,

sensations of thirst, pain and overall mood (measured using the 'Brunel Profile of Mood States') — and so each of these markers was measured pre, mid and post-ride.

The results showed that, during and after the event, compared to the well-hydrated cyclists, those whose urine concentration showed they were dehydrated perceived themselves to have decreased levels of energy and increased sensations of fatigue, pain, thirst and heat. In short, regardless of performance, the dehydrated cyclists experienced greater sensations of effort and discomfort than did those who remained well-hydrated.

Given the importance of mental strength and stamina during a long race, these results suggest that staying reasonably well hydrated does offer real benefits, and can make your cycling more enjoyable.

*J Sports Sci. 2015 Mar 20:1-8.
[Epub ahead of print]*



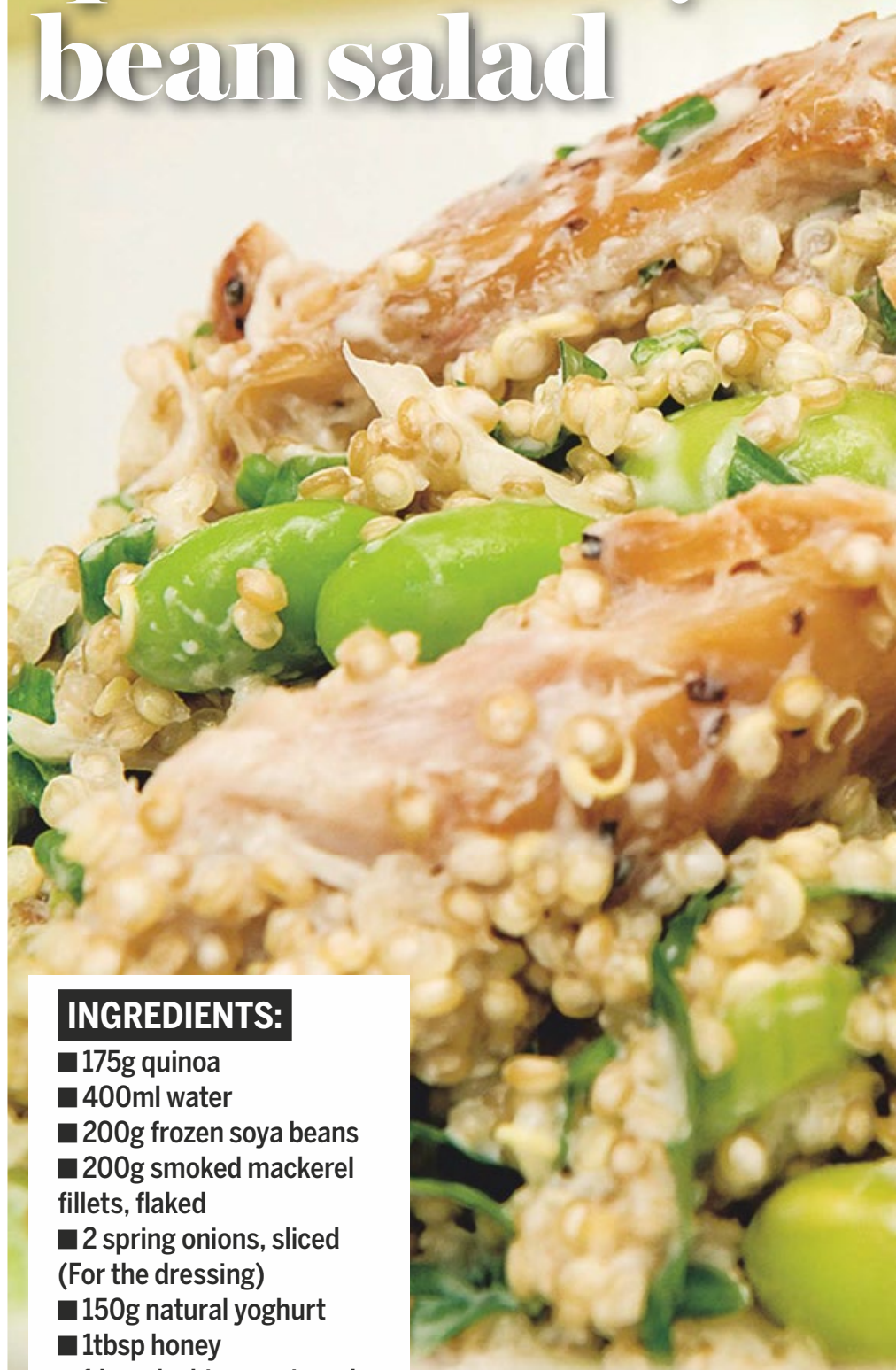
Drinking plenty:
probably wise

Photo: Rupert Fowler

Great for...

Light lunch

Mackerel, quinoa & soya bean salad



INGREDIENTS:

- 175g quinoa
- 400ml water
- 200g frozen soya beans
- 200g smoked mackerel fillets, flaked
- 2 spring onions, sliced (For the dressing)
- 150g natural yoghurt
- 1tbsp honey
- 1 bunch chives, snipped
- 1 generous sprig parsley, chopped
- 1 small clove garlic, crushed
- Chives, to garnish

This light meal is the perfect portable pick-me-up when your energy levels are beginning to slouch around lunchtime, or before a ride. Tuck into this for lunch, to fuel your ride, or pack it in a Tupperware to give you long-lasting energy whenever you need it. It also contains a hefty dose of protein, perfect to help repair and rebuild muscles after a day in the saddle.

**Time
taken:
25min**

METHOD:

- 1) Put the quinoa and water in a saucepan, bring to the boil and cook for around 10 minutes or until the quinoa is tender, with just a little bite.
- 2) Drain and rinse in a sieve until cold.
- 3) Cook the soya beans in a saucepan of boiling water for around three minutes until just tender.
- 4) Drain and rinse until cold.
- 5) In a bowl, mix together the quinoa, soya beans, mackerel and spring onions.
- 6) To make the dressing: combine the yoghurt, honey, herbs and garlic.
- 7) Season generously with pepper and a little salt.
- 8) Stir the dressing into the salad, transfer to a clean bowl, garnish with chives and serve.

NUTRITION PER SERVING:

365
kcalories
38.2g
carbohydrates
23.4g
protein
13.2g
fat

TAKE-HOME TRAINING SESSION

Leg-speed pyramid

Working on leg speed is important for anyone who races, for responding to changes in pace. This session focuses on cadence without high levels of loading on muscles

Being able to pedal quickly and efficiently is a core cycling skill. There is little evidence pointing to an 'optimal' cadence that is right for everyone.

Several studies have concluded that self-selected cadences are more efficient than dictated cadences. However, a cadence of 85-100rpm is seen as desirable, and the ability to rapidly increase leg-speed to accelerate is crucial in races.

Aside from speed, it's important that you pedal correctly and efficiently. Erratic pedalling can cause you to bounce in the saddle. Focus on smoothness by powering through the down-stroke and smoothly round for the up-stroke.

Ideally you would

have some means of measuring your cadence for this session. Start in a gear that feels comfortable at 80rpm. Don't worry about sticking to zones. This is ideal for a recovery day.

**Time
taken:
25min**

Time (minutes)	Rpm	Zone
0-5	80	1
5-6	85	1
7-8	90	2
8-9	95	2
9-10	100	3
10-11	105	3
11-12	110	3
12-13	110	3
13-14	110	3
14-15	105	3
15-16	100	3
16-17	95	2
17-18	90	2
18-19	85	2
19-25	80	1

Effort	You can	It feels like you're...	Use it for...	% Max heart rate	% FT power
Easy Zone 1	Chat freely	Warming up	Warm-ups, cool-downs and recovery	60-65%	56-75%
Steady Zone 2	Speak one sentence at a time	Riding along in the bunch on the flat	Long rides	65-75%	76-90%
Brisk Zone 3	Speak a few words at a time	Breathing deeply and working hard	Long efforts of 10 to 20min	75-82%	91-105%
Hard Zone 4	Say only one word at a time	Really attacking (perhaps on a climb)	Efforts lasting 2-8min	82-89%	106-120%
Very hard Zone 5	G grunt and gasp	Sprinting	Efforts lasting less than 2min	89%-MHR	121%+

Wiggle Dragon Ride

CW
Difficulty
rating:
8/10

**This
year's
event:
June 7**



**140
miles**

**2,905
metres
ascent**

Here be the Dragon Ride. Britain's biggest sportive has fire in its belly...

Over the last 10 years the Dragon Ride has experimented with many routes, each time honing the course to get the best out of the region and accommodate the ever-growing number of participants. From heading deeper inland Wales, to concentrating near the coast, it has now settled with what appears to be the perfect solution and in the process has expanded to become one, if not the, biggest sportive in Britain.

The latest addition to the event's

Where is it?

The ride starts at the Margam Country Park just outside Port Talbot and heads deep into the Brecon Beacons. Once into the mountains the epic scenery, often hostile, yet always beautiful, is one of the best places to ride a bike in the UK.

Why ride it?

Offering unparalleled facilities and a plethora of route options, the Dragon Ride is one of the handful of must-ride events in the UK. In the age of bucket lists this event sits very close to the top and has to feature on the palmarès of any serious sportive rider.

History

This year is the 12th edition of the Dragon Ride, an event that was born in the pre-sportive days, as a group of 270 pioneering riders headed off on a 226km ride to tackle as many of the region's toughest climbs, in one day.

How to enter

General entries are now sold out but charity places are still available. Check the website for more details.

HQ details

Margam Park is very close to junction 38 of the M4 just before you reach Port Talbot, so getting there by car could not be easier. If you are travelling by train then you can either get off at Pyle to the south or at Port Talbot to the north.

Where to stay

There are many hotels in Port Talbot listed here www.visitnpt.co.uk. The organisers also have a deal with Marriott Hotels in Cardiff and nearby Swansea, and you can book a special rate through the event website.

Where to eat

There are many restaurants in Port Talbot. To fill up on pasta try L'Ariosto's on Station Road 'the best Italian in town', or for pub food head to the Refreshment Rooms at the Old Station.

Local bike shop

Mechanical support will be available at the HQ, but if you feel the need to treat yourself before the event the best place to head to would be Tredz in Swansea, around 13 miles away. www.tredz.co.uk/tredz-swanea-bike-shop.aspx



programme is the 302km Dragon Devil Route. Sam Carter from the event's operations team says: "There is a real hunger for bigger, more challenging sportives in the UK. We thought we may have pushed it too far, but the limited spaces sold out in under 24 hours, and the feedback we had from riders was exceptional so now it's going to be a permanent fixture."

So have you got what it takes to slay the Dragon? Well, that depends on a) which dragon you intend to slay, the 43km Corto, 153km Medio Fondo, 226km Gran Fondo or the massive 302km Dragon Devil route. And b) what weapons you have in your armoury.

Whichever Fondo you choose, be ready for lots of climbing; this event is a climber's paradise — the route is *never* flat. The first obstacle of the day is Bwlch-y-Clawdd. There are three ways up this infamous climb and this route from the Afan valley to the west is the longest.

Right away, after the fast descent of the Bwlch you immediately tackle the equally feared Righos with 6.4km of climbing set on a 4.9 per cent average.

ORGANISER'S TARGET TIMES				
Route	Award	Distance	Ave Speed	Time
Corto	Gold	26.7	> 19 mph	< 1hr 24 min
Corto	Silver	26.7	> 16 mph	< 1hr 40 min
Corto	Bronze	26.7	> 12 mph	< 2hr 14min
Medio Fondo	Gold	95	> 19 mph	< 5hr
Medio Fondo	Silver	95	> 16 mph	< 5hr 56 min
Medio Fondo	Bronze	95	> 12 mph	< 7hr 55min
Gran Fondo	Gold	140.4	> 19 mph	< 7hr 23 min
Gran Fondo	Silver	140.4	> 16 mph	< 8hr 47 min
Gran Fondo	Bronze	140.4	> 12 mph	< 11hr 42 min
Dragon Devil	Gold	187.7	> 19 mph	< 9hr 53min
Dragon Devil	Silver	187.7	> 16 mph	< 11hr 44 min
Dragon Devil	Bronze	187.7	> 12 mph	< 15hr 38 min

The belly of the Beacons

Once out of the post-industrial valleys, you stand at the gateway to wilderness, ready to ride through the beautifully hostile Brecon Beacons. Cutting through the heart of Wales, make sure you soak up the emptiness as you make your way to the Devil's Elbow. With its deteriorating surface and rusting guardrail, this 2km climb with a punishing average gradient of 11 per cent is a wonder to behold. At this point you'll have 90km in the legs and the Elbow's steep slopes, with their gnarled hairpins, will drain the muscles. Whether you feel hungry or not, make sure you eat something once over the top, as it's still a long way home.

The 302km Dragon Devil is named after what lies on its route — the mighty Devil's Staircase. This 25 per cent twisting ramp, hidden from the world, lies surrounded by trees, like a hunter's trap waiting to snare passing riders. Adding 76km to the Grand Fondo route and riding further into even wilder country, this is not only a physical challenge to reach but a physiological one too. Make sure you come equipped with a gear small enough to defy the vicious hairpins of the Staircase, we'd recommend at least a 39x27 — no one wants to walk, do they?

Both the long routes squeeze every last drop of uphill from the Brecon Beacons, crossing them three times before they begin their journey south to tackle the final major obstacle of the day, Black Mountain. Standing alone to the west of the Beacons, Black Mountain is a formidable foe. With stats of 7.2km in length and an average gradient of 5.3 per cent, you may well be climbing for over 20 minutes to cross this beast.

Once this brow has been crossed you can begin the adrenaline-fuelled race to the finish. It's time to stick it in the big ring and hammer it, flat-out, to arrive ready to spend the rest of the day stuffing your face. Whichever Dragon you choose to attack, one thing is certain — you better make sure your weapons, your legs and lungs, are ready for battle. ■

The challenges

1 The Bwlch

The first of the day's killer climbs is the ascent of the Bwlch. There are three ways up this famous climb, and although this isn't the toughest one, it is the longest at close to 20km.

2 Righos

The second big climb of the day hits you right after the Bwlch. This is the 'easy' side of Righos yet you still face 6.4km of arduous climbing set on a 4.9 per cent average. You have been warned!

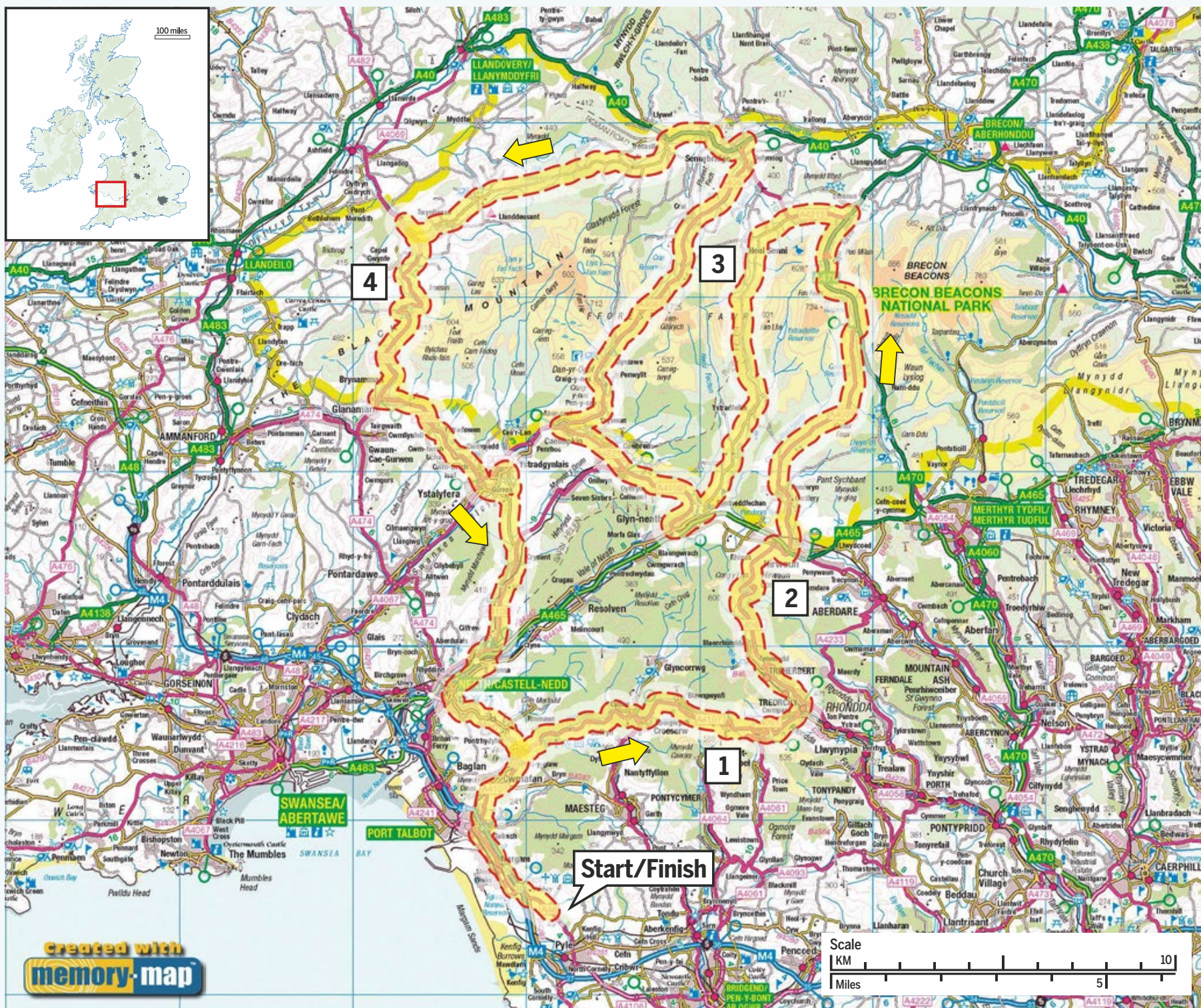
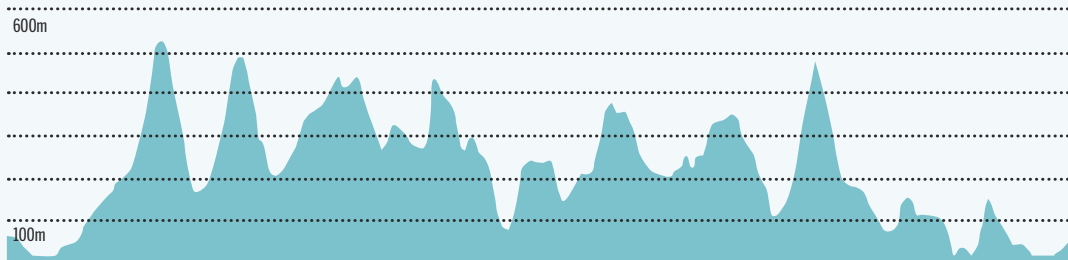
3 Devil's Elbow

Hidden in the depths of the Beacons this rough, gnarled climb is set on steep 15 per cent gradients populated by wandering sheep. It's a true test for the legs in wonderfully primeval surroundings.

NAIL IT

4 Black Mountain

The final monster of the day, the massive seven-kilometre climb of Black Mountain, takes you to the top of the world. Rough and steep on the lower slopes, then once out of the trees the scenery opens and the gradient subsides. Be sure to take in the stunning panoramas as you pound up the climb's flowing curves and sweeping hairpins — views in the UK get no better than this. But be warned: if the wind is in your face over the summit you'll be crawling along at 5mph — here is where the line will be drawn, here is where the men will be separated from the boys, so *attack!*



Event website and GPX files: www.humanrace.co.uk/events/cycling/dragon-ride |

Bristol Road Club

CW heads west to visit a *proper* club that is enjoying a surge in popularity

Tucked away under Bristol's version of a mini-spaghetti junction, BW Cycling can be a difficult shop to find. You'll know you're in the right place, though, when you spot the sea of blue Bristol Road Club jerseys. "We open early on Saturdays, and there's often 60 or 70 of them piling in before the club run," says Andy Wadsworth, BW's co-owner and a former World Cup mountain bike rider.

Bristol RC's usual club run heads out on Saturday mornings, but the high volume of riders is something relatively new. Until a few years ago the club's future looked uncertain, with rides and club nights

lucky to get five participants. But now, thanks to the 'Wiggo effect' in 2012 and the hard work of leader Brian O'Kelly, the club is booming.

Vintage

For CW's visit, the club is heading to its usual stamping ground of Cheddar Gorge. "We couldn't take you anywhere else really," jests O'Kelly. When they're not looping south into Somerset the club often crosses the Severn for a long ride into Wales, which some prefer because of the better state of the roads. However, if any road is synonymous with this club, it's the winding climb through Cheddar.

The cracker-topping gorge is the furthest point away from Bristol on the route. The joy of this part of the world is that you go from city to stunning countryside in a matter of a few miles.

As we made our way into Somerset, the chatter of the group rose over the noise of the occasional passing car, and it's clear that this is a friendly and sociable club. Usually the Saturday bunch splits into three or four groups, but on the day CW visited all 20 riders set off together, giving some the chance to chat to people other than their usual riding companions.

The usual splits are made depending on a rider's ability, or their willingness to chase the wheel in front of them for four hours. I was told by more than one rider that they were glad of the more sedate pace for this Sunday roll-out, after some of the racing members of the club had put them through the wringer the day before.

The club kit is simple, even

Club facts

Based: Bristol

Members: 126

Formed: 1927

Meets: Saturdays, 9am, BW Cycling

Club nights: the first Monday of every month, BW Cycling

retro, in design, but there's no mistaking who these cyclists ride for. With Bristol RC written in black lettering on a blue backer, the club name is the only thing on there, without the usual plethora of local shop and business names vying for space.

Mishap

The rain that had been forecast had so far held off when we reached the cafe stop at the foot of Cheddar Gorge. The group piled into their favourite coffee stop, The Mousehole, swelling the number of customers on this drab March day five-fold. Once everyone was refuelled, the ride continued with the ascent of Cheddar Gorge. That was the plan anyway; ▶

History

Bristol Road Club traces its origins to 1927. Some young members of the Bristol District Association of the Bicycle Touring Club began organising all-day runs, and after a meeting of 17 members on January 4, 1928, Harry James was elected chairman and the name Bristol Road Club was agreed.

The club was split into 'hard riders' and 'touring members', and by the 1950s BRC was Bristol's premier racing and touring club. Johnny Burrows, a founding member, married Iris James, herself one of the 17 who attended the first meeting, and for the next six decades they were the backbone of the club, contributing to its continuity and growth.

During the 1970s the club

published a monthly magazine to keep members abreast of its happenings, which tied in with the start of the Severn Bridge Road Race in 1972. This March saw the 43rd edition attract a stellar domestic line-up, which was won by One Pro Cycling's George Harper.

Despite the bright origins and strong health of the club now, it hasn't always been easy — for a time in the early 2000s membership diminished hugely. Many club runs saw only five riders and club nights looked more like a couple of mates having a pint. The revival has been massive: the weekend ride-outs are never short of riders and the distinctive blue jerseys can always be spotted in races across the South-West, and often further afield.

Past champions

Club president Graham Moore is a former professional who rode with Hugh Porter and Sid Barras for Bantel in the 1970s. He was national vets' champion in 1990.

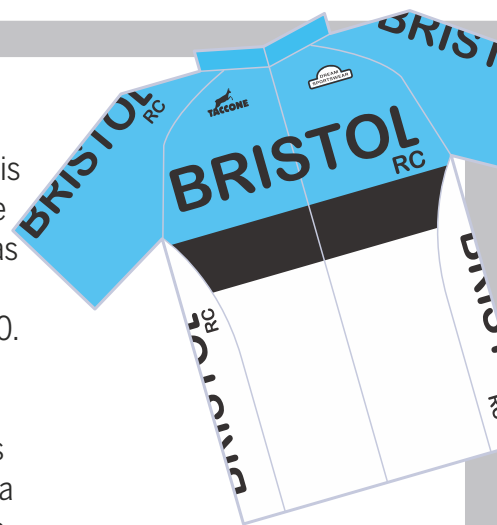
In 2012, Nick Noble, 46, a former top amateur and Tour of Britain rider, won eight races and achieved 559 BC points in a season to go from fourth-cat to elite in one season.

In 2013, Ben Davis, 22, a former runner just getting into cycling, achieved 217 BC Points and went from fourth to first cat in one season.

Achievements

BRC was the top road racing club in the south region in 2013, scoring 382 points, and was third in 2012. The club boasts a former

national vets' champion, a former junior national cyclo-cross champion, as well as British Cycling local race winners. The continuation of the Severn Bridge Road Race is one of the club's biggest achievements.





Bristol Road club run

Ride highlights

1 Axbridge

Ancient narrow streets and some of the oldest standing buildings in Somerset. Add this village to any route to Cheddar for some whistle-stop history.

2 Cheddar Gorge

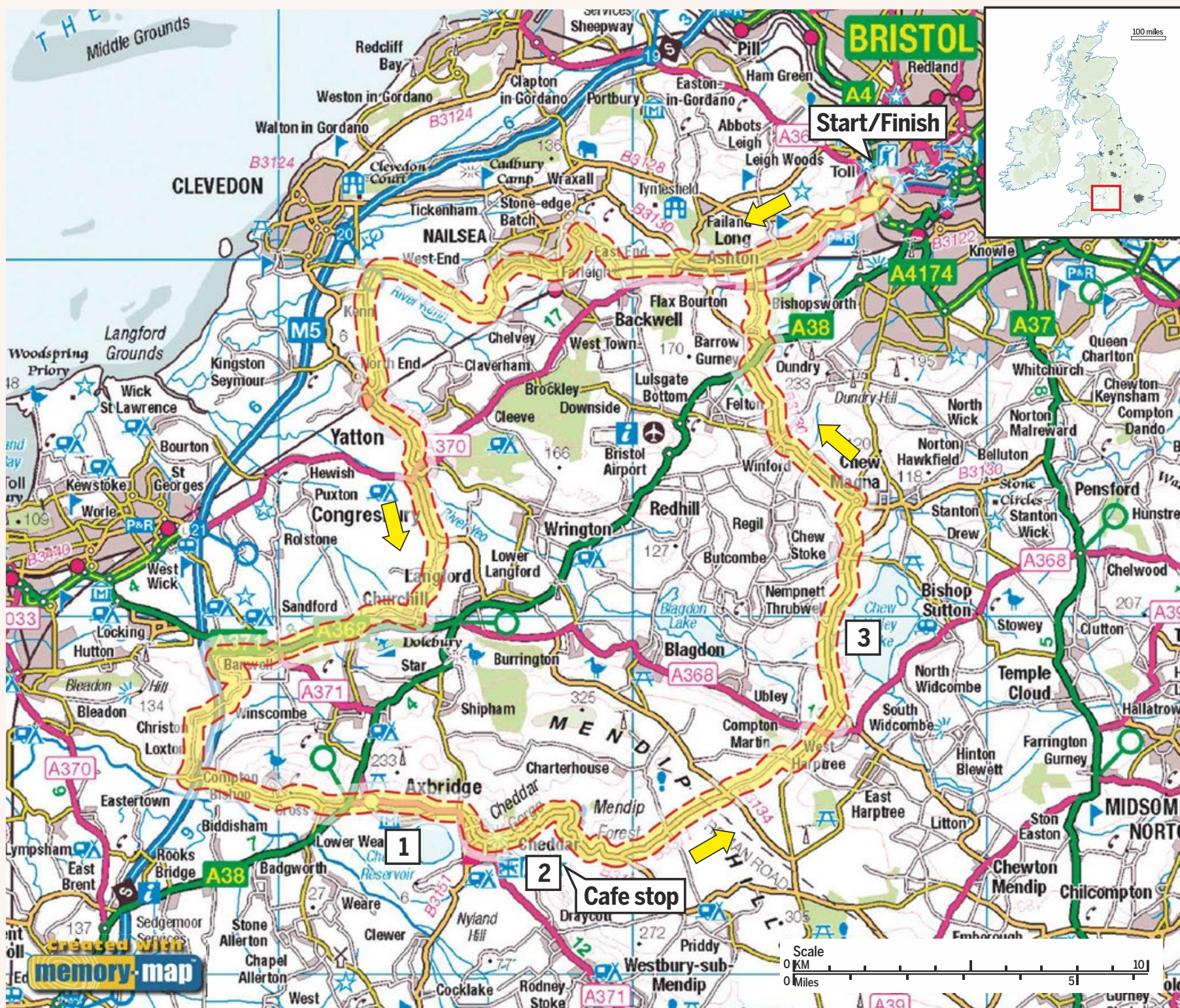
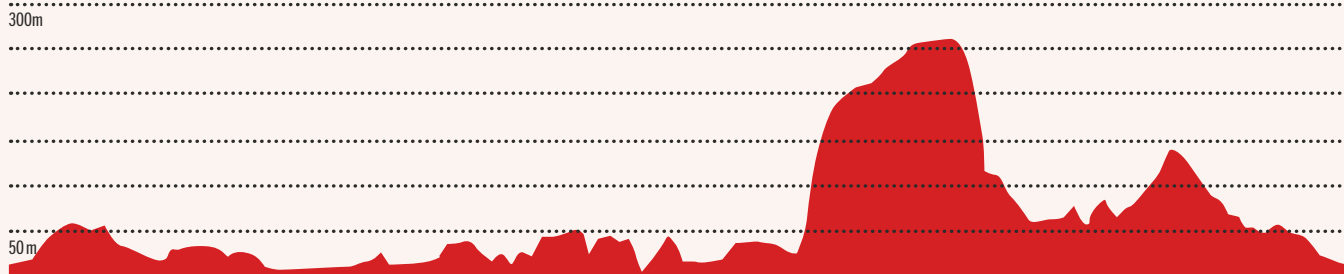
After the obligatory cafe stop further down the valley, the road ramps up through the cliffs. The first half is the steepest, so get past that and it's plain sailing from there.

3 Chew Valley Lake

Leaving Cheddar and the Mendips behind, the road levels out with views right across the lake. The views may be fine but the crosswind when it whips across the water is not.

Favourite cafe

The Mousehole, Cheddar Gorge Tucked just off the road as the gradient begins its first upward lift through Cheddar Gorge, The Mousehole cafe is a good place to refuel before tackling the climb proper. The cafe is popular with the club, and it is popular there, too: the staff welcome riders with beaming smiles and take the orders of the ravenous promptly. There's a wide-ranging menu, and on this visit the toasted sandwiches and hot chocolate was just what was needed before the forecast rain set in.





Kit cats: ready for the off



Riders gorge on Cheddar



Vintage clobber

a mistimed downshift on one of the 20 per cent hairpins saw a Dura-Ace rear mech shear off its hanger. The group continued on until the next lay-by, before two members looped back to help their stranded mate. With a shortened chain and temporary single speed bike,

he tried his best to continue but a few miles down the road called it a day and phoned home for a lift.

By this point the dreaded rain was well underway, and jackets were donned. Heads down and riding hard, the group pushed on to get back to Bristol. Members peeled

off in different directions continuously on the return leg, demonstrating the wide catchment area of this old but healthy cycling club.

A great ride with a great group of riders. Anyone living in and around Bristol and thinking of joining should give this club a go. ■

Meet the club



Simon Langton Hower:
“The club is becoming more ordered and more welcoming. Brian is excellent at organising the club rides”



Kareem Cole: “They’re a great bunch of guys. I started with sportives and charity rides and then joined the club”



Jack Sawyer: “When I had a crash the club helped with replacement parts. Brian was also supportive with kit and training when I started”



Clair Wadden:
“Coming into the sport it can be quite difficult for women, but BRC are really helpful”

6 CLASSY CARBON FLYERS

FROM THE 2015 RANGE

ALL AVAILABLE ON 0% FINANCE

Experience you'd expect, prices you deserve -
talk to the experts at Tweeks Cycles



tweeks
CYCLES.com



Zero Team Edition
£3499.99

0% FINANCE
AVAILABLE FROM
£87.49
PER MONTH

BASED ON
36 MONTHLY PAYMENTS
£350.00 DEPOSIT

**Genesis Zero
Team Edition**
NOW £3499.99

£4499.99
SAVE £1000

- Flagship model as used by the Pro's
- Dura Ace groupset
- Carbon-laminate Dura Ace wheelset
- Frameset includes a full lifetime warranty



De Rosa Idol Disc

£2999.00 £74.99 per month

- Not just a bicycle but a work of art, pinnacle of cycle design.

0% finance available from £74.99 per month, 36 monthly payments, £300.00 deposit.



Scott Foil 10

£2499.00 £62.47 per month

- The aerodynamic advantage with Ultegra drivetrain

0% finance available from £62.47 per month, 36 monthly payments, £249.90 deposit.



Pinarello Razza

£1950.00 £63.39 per month

- Top flight technology at an affordable price

0% finance available from £63.39 per month, 36 monthly payments, £195.00 deposit.



Cube Agree GTC SL

£1699.00 £42.47 per month

- Ultegra, Schwalbe and Fulcrum equipped all at an incredible price

0% finance available from £42.47 per month, 36 monthly payments, £169.90 deposit.



Wilier Izoard XP

£999.99 £24.97 per month

- Exotic Italian steed at entry level price point

0% finance available from £24.97 per month, 36 monthly payments, £99.00 deposit.

Note: Wilier Triestina bicycles are not available to buy online, they must be collected from our showroom.



2015

**GIRO
D'ITALIA**

SANTINI JERSEYS

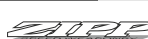
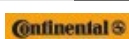
Pre Order Yours Now!

www.tweekscycles.com

75 Ash Road South, Wrexham Industrial Estate, Wrexham. LL13 9UG Part of the Demon Tweeks group.

CLOTHING & HELMETS

COMPONENTS & ACCESSORIES



Follow us



Media Code **NZ441A**

The Struggle

Ambleside, Lake District

Simon Warren

If you look at the map you'll see seven, yes seven, gradient chevrons adorning this tiny road. This is the back route up to the Kirkstone Inn at the apex of the mighty Kirkstone pass, the hard route! You hit the first of these chevrons right away as you climb out of Ambleside, squeezing through the houses up Smithy Brow to take the left onto Kirkstone road. It's steep to begin with then backs off a little before kicking up once more as you exit town. The next three

CW
Difficulty
rating:
8/10

kilometres are far from savage but still a solid test for the legs as you weave up between the rugged stone walls. Keep plenty in reserve though as before long you'll catch sight of the horror that awaits you, the collection of 24 per cent switchbacks, set into the hillside ahead — these are why this road is called 'the Struggle'. Thankfully there is a slight drop to refresh your legs before you hit them because once you begin it's as much of a challenge to keep upright as it is to preserve forward momentum. Grind your way through, bending left and right to the summit.

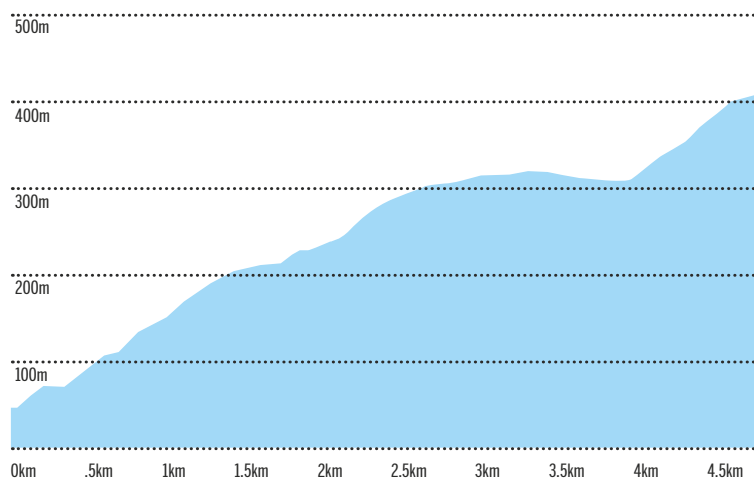
The stats

WHERE From Ambleside leave the A591 and head east, signposted Kirkstone. Start the climb on Smithy Brow then follow the road left as it turns into Kirkstone Rd.



KOM Top Tip Keep your powder dry for the final bends.

4800m **409m** **394m** **8%** **24%**
Length Summit height Height gain Average Max
gradient gradient

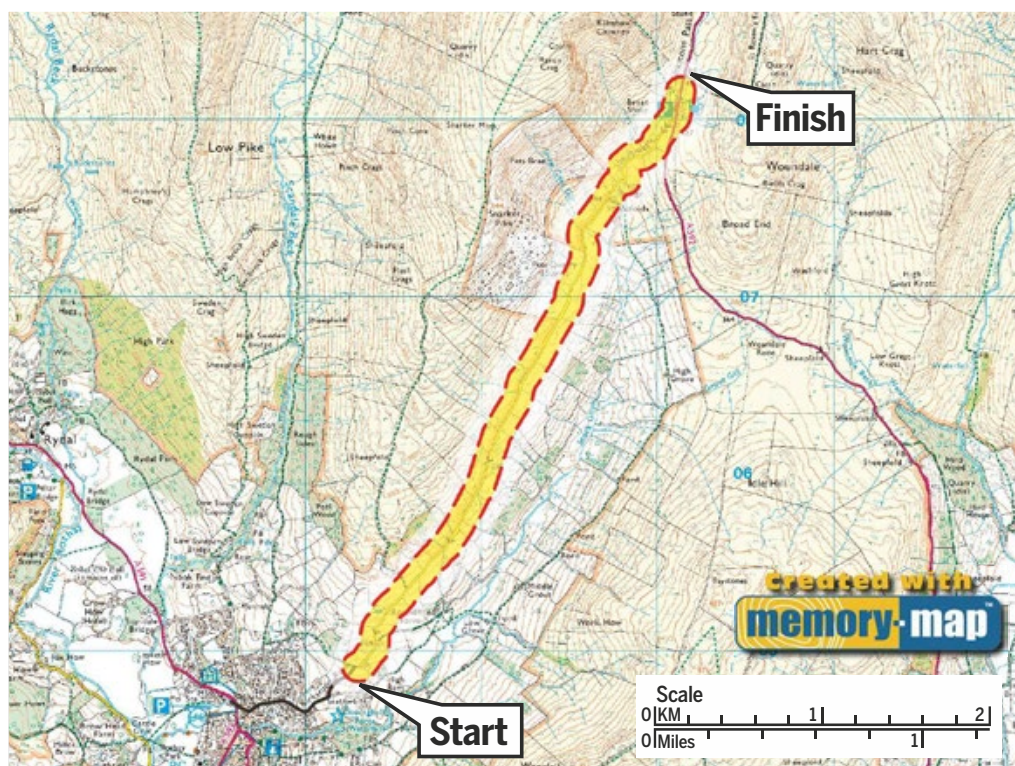


Strava file: www.strava.com/segments/800410



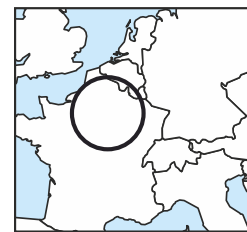
An uphill struggle if ever there was

Photo: Andy Jones



Ordnance Survey mapping © Crown copyright. AM46/13. Created with Memory-Map

John Degenkolb's perfect Roubaix



Tactics and tenacity see German top the podium

Richard Abraham in Roubaix

At Paris-Roubaix, even the best made plans can come undone. This year it was race director Thierry Gouvenou who was left cursing a roaring tailwind, blue skies, bone-dry pavé and the weekend efficiency of the French rail network.

Despite starting the race 10 minutes late in order to accommodate the anticipated high speed of the peloton, the race couldn't avoid an encounter with a high-speed train in the Pont Gibus sector of cobbles shortly after the Arenberg Forest. Though they didn't hinder the chances of race winner John Degenkolb (Giant-Alpecin), the race's nine level crossings (and one

trip over a tramway) left little margin for error. "These trains, they're always late during the week, and then at the weekend's they're bang on time," Gouvenou rued.

While the break of eight slipped through ahead of the train, the railings began to lower just as the peloton passed across the tracks. Some riders got through safely, some squeezed themselves under the closing barriers, while others waited for the TGV to pass. While those who snuck through — including Bradley Wiggins, Alexander Kristoff and Arnaud Démare — were technically breaking the rules, the head of the race jury, sitting beside to Gouvenou in a car behind the bunch, decided to slow the front group to

allow the peloton to regroup, without disqualifying the offenders.

"How can you tell which riders went through?" Gouvenou asked rhetorically. "Can you see the dossards on TV? What if we'd got it wrong? No, it's not good for the image of cycling, but would you stop the race and continue with just eight riders? Or shall we say that we cancel this year's edition of Paris-Roubaix? That this year's edition didn't exist?"

"If we thought like that, we would only do 10km of cobbles. We'd no longer go to Pont Gibus, and we'd no longer have the Arenberg Forest."

French railway company SNCF filed a formal complaint about the incident.

A unique Roubaix

For the riders involved, shooting across the tracks just a few seconds ahead of an oncoming train was probably one of the less risky things they did on Sunday. Bora-Argon18 rider Shane Archbold crashed at speeds approaching 40mph in the aforementioned Arenberg Forest before pulling himself up and dragging himself to the finish of his first ever Roubaix. Considering previous crashes and injuries on those stones, he can consider a bloodied nose and bruised wrist a lucky escape.

Paris-Roubaix is always a uniquely mad and dangerous race. But if there's one thing that can be said for this year's edition, it's that it didn't follow its usual script. Nobody seemed to have read the bit where Bradley Wiggins got the fairytale ending to his Sky career with victory in the Roubaix velodrome. In the absence of Tom Boonen and Fabian Cancellara, two key protagonists from the last decade, were unable to reprise their roles. In fact, this year's race was a new chapter for some new characters; half of the top 10 (including the winner) were aged 26 or under. ▶

What they said

John Degenkolb

(Giant-Alpecin), first

"There was not a moment of trouble. Today was the first day I didn't have a problem, no crashes or punctures. We had to work hard for this, you have to be perfect on the bike and your legs must be good. It's a long period from Milan-San Remo to Roubaix. Now I've won two Monuments, what the f***!"

Zdenek Stybar (Etixx-Quick Step), second

"Last year, Tom [Boonen] was there as well, which took the rivals' attention and Niki used it perfectly last year to win. This year we missed Tom but we did our best; no one can say

anything bad about our tactics or results."

Jens Keukeleire (Orica-GreendEdge), sixth

"I had a lot of bad luck and to be honest a couple of times I thought my race was over but I know from previous editions that you can never give up. You always keep fighting because you never know where you'll end up, and I'm still top 10."

Greg Van Avermaet (BMC Racing), third

"I think it's my best Classics ever. Every year, I'm getting better. I was not feeling good on the second-to-last sector, but it was a kind of a fight of survival to get to the velodrome. When Degenkolb was there, it

was going to be pretty hard to win."

Alexander Kristoff (Katusha), 10th

"I was struggling to stay with the front group. On the Carrefour, I was finished. Everyone thought I was a favourite, but I didn't think I was. I've never done well at Roubaix, but it's a race I can come back and try to win."

Niki Terpstra (Etixx-Quick Step), 15th

"I tried to do what I could today and am not 100 per cent satisfied. I have mixed feelings about not winning in the Classics. But after winning Paris-Roubaix last year, I knew it would be hard to follow up with the same kind of success."

253.5km

Race distance

27

Cobbled sectors

52.7km

Combined length of
cobbled sectors

200

Riders started

133

Riders finished

43.476

Kph. Average speed, the
seventh-fastest ever



Degenkolb completes
his perfect day



The action was briefly halted by a high-speed train

“It was hard, much harder than last year,” said Florian Sénéchal, the 21-year-old who lives a stone’s throw from the opening *secteur pavé* at Troisvilles, who finished 17th, the best of the home riders.

“Perhaps because there were fewer strong favourites this year, or no real big leader. There was no team really taking charge... everyone is starting off at the same level; the peloton is clean, so to make any difference was harder.”

The race was fast and furious, although the toughest sectors of cobbles, those rated five stars, did not prove decisive enough to thin the peloton and

“The race skins your hands. You’re trying not to tense up but it’s like you’ve got a knife in your hands”

force a small selection. But try telling the riders that 2015 was an easy edition — on a heavenly spring day, this was very much still the Hell of the North.

“It was hard all day, like it always is, it’s just a war,” said Zak Dempster as he sat nursing his shredded hand at the finish.

“We were turning so many times on the sectors, so you’d go from gutter to tailwind, gutter to tailwind. A lot of times you just couldn’t get to the front of the race, it was really f****d up.

“That was just the handlebars,” he added, peeling a blister off his palm. “This race just skins your hands. Ten to 15 sectors in, you’re trying not to tense up but you feel like you’ve got a knife in your hand.”

Challengers rise and fall

Dempster couldn’t see the attacks fly thick and fast inside the final 50km: from Stijn Vandenberg (Etixx-Quick Step), from Bradley Wiggins, from Jurgen Roelandts (Lotto-Soudal) and from Sep Vanmarcke (LottoNL-Jumbo).

Nor did Dempster witness the challenges from Peter Sagan and Lars Boom fail to make their mark, nor John Degenkolb crucially bridge across to Yves Lampaert (Etixx) and Greg Van Avermaet (BMC) on the penultimate sector of cobbles at Hem.

Even though the trio was caught before the velodrome finish, that acceleration proved crucial; it tired the legs of the chasers behind and proved that Degenkolb’s sprint victory, after coming second last year, was no jammy win.

Had the conditions been worse, then perhaps the harder men of the bunch would have been able to drop the wily German before the finish.

But this Paris-Roubaix was made for John Degenkolb; in becoming only the third person to win Milan-San Remo and Paris-Roubaix in the same season, he was every bit the worthy winner.

Results

Winner: John Degenkolb (Ger) Giant Alpecin in 5:49.51; 2, Zdenek Stybar (Cze) Etixx Quick-Step; 3, Greg Van Avermaet (Bel) BMC; 4, Lars Boom (Ned) Astana; 5, Martin Elmiger (Swi) IAM Cycling; 6, Jens Keukeleire (Bel) Orica-GreenEdge, all st; 7, Yves Lampaert (Bel) Etixx-QuickStep at 7sec; 8, Luke Rowe (Gbr) Team Sky at 28sec; 9, Jens Debusschere (Bel) Lotto-Soudal at 31sec; 10, Alexander Kristoff (Nor) Katusha st.

Other

18, Bradley Wiggins (Gbr) Team Sky at 31sec; 47, Ian Stannard (Gbr) Team Sky at 3.29; 69, Scott Thwaites (Gbr) Bora-Argon18 at 7.50; 85, Adam Blythe (Gbr) Orica-GreenEdge at 8.24; 105, Andy Fenn (Gbr) Team Sky at 17.24; DNF, Geraint Thomas (Gbr) Team Sky; DNF, Dan McLay (Gbr) Bretagne-Séché Environnement.

Notes from a battlefield

Power shower

The winning team of Giant-Alpecin were the only riders to use the iconic concrete showers after an epic Paris-Roubaix; the old shower block behind the VC Roubaix clubhouse was locked for most of the day. "The other riders came here and it was closed, but we arrived and we just waited until somebody opened the door," said Tom Stamsnijder. "We all wanted to go in, and if we won the edition, then they weren't going to take that away from us."

Amateurs nabbed at velodrome

Two amateur riders were hauled away by *la gendarmerie* after riding around the Roubaix velodrome shortly after the lead groups had passed. It's not known how the two French riders evaded marshals to enter the course; police later took their details.

Sagan's marginal gains

Peter Sagan had an unexpected weight-

shedding strategy mid-race at Paris-Roubaix; the Slovak on Tinkof-Saxo stopped for an extended toilet break after the first few sectors of cobbles. He later suffered a broken shifter and finished 23rd.

Classic cobbles

Paris-Roubaix rode over some history this year; the Friends of Paris-Roubaix, the group of volunteers which repairs the cobbled roads, recovered stones from under a tarmac road that last featured in the race in 1955, resetting them in the sectors near Orchies.

Lars is Bak in the ditch again

It was a case of déjà vu for Danish domestique Lars Bak (Lotto-Soudal). He crashed into the verge on a left-hand cobbled bend with 38km to race, just like the cobbled stage of last year's Tour de France, where he somersaulted into a ditch on a left-hand cobbled bend with... 38km to race!

Race lowdown

34km Nine riders, including Britain's Adam Blythe (Orica), finally form a break. They'd build a maximum gap of almost 10 minutes. The remaining riders would finally be caught with around 20km to go.

158km The race comes to life as the peloton hits the Arenberg Trench. There are splits in the bunch, but it's back together shortly after.

163km Level crossing barriers descend on the peloton. Some riders risk it by crossing. Others wait but the peloton is slowed to allow them to regroup. No action is taken on the riders who crossed.

164km

Geraint Thomas (Sky) crashes. He's given a replacement bike, but loses touch with the bunch and abandons later in the race.



221km Continuous Etixx pressure reduces numbers in the peloton. Bradley Wiggins (Sky) attacks on the Templeuve sector to join Stijn Vandenbergh (Etixx) who is already up the road, but is quickly brought back.

242.5km Greg van Avermaet (BMC) and Yves Lampaert (Etixx) attack and establish a 10 second gap.

244km Bert de Backer (Giant) leads teammate John Degenkolb in the chase, with the German bridging the gap with 7km remaining.

249.5km Four riders chase the lead trio, with Zdenek Stybar (Etixx) the first to bridge over as Van Avermaet and Lampaert refuse to work with Degenkolb.

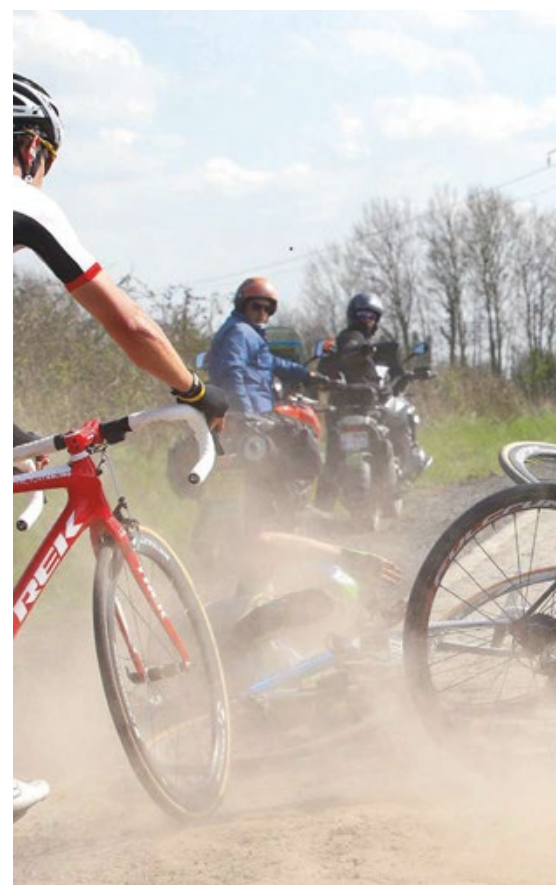
251.5km Wiggins makes one final attempt to bridge the 30-second gap to the leaders, but to no avail.

253km Etixx are unable to make their two-rider advantage count, with Degenkolb launching his sprint on the final bend to win ahead of Stybar.



Dry conditions but no let-up on the pavé

Paris-Roubaix in pictures



Photos: Russ Ellis, Graham Watson



Clockwise from left: 2011 winner Johan Vansummeren (Ag2r) hits the deck after clashing on the cobbles with Tinkoff-Saxo's Matti Breschel — the former later said of the latter, "I should've kicked him!"; Bradley Wiggins received plentiful support during his Team Sky curtain call; BMC head the charge over cobbles of the Trouée d'Arenberg — team hopeful Greg Van Avermaet's excellent form continued with the Belgian finishing third; Cometh the hour — Degenkolb rode the perfect Roubaix, perhaps signifying a new generation of Classics contenders; Etixx-Quick Step fielded a strong squad, with three of their team securing top-20 finishes — Guillaume Van Keirsbulck was 62nd.



Bradbury wins university challenge

Both the men's and women's course and event records were broken on Saturday as Oxfordshire hosted the British Universities 10-mile Championship. Edmund Bradbury, who rides for NFTO Pro Cycling, but raced in Cambridge University colours, clocked 19.01 — the fastest 10-mile time of 2015 — as well as beating the record for the H10/17 at Kingston Bagpuize.

Bradbury's time was a minute faster than Cambridge team-mate Sebastian Dickson, while Dan Bigham of Oxford Brookes University was third with a time of 20.11. Hayley Simmonds made it a double celebration for Cambridge by winning the women's event in 21.19 and breaking her course and BUCS record, which she had set only last year.

Record-breaking Bottrill Elsewhere, Matthew Bottrill (drag2zero.com) smashed yet another course record with 47.28 in the Burton and District CA 25 — the year's fastest so far over the distance, despite far-from-ideal conditions. Bottrill beat Brett Harwood into second place by almost two minutes at the event in Etwall, Derbyshire, while Richard Bideau (Pendle Forest CC) took third with 49.32.

Nelson Wheelers staged the first 50-mile open of the season in Lancashire, where driving rain, sleet and 50mph gusts greeted the riders for the Circuit of the Dales.



King returned from injury to dominate in Durham

Only the brave battled on with 54 non-starters and 16 non-finishers. Mark Holton (drag2zero.com) took the win with 2:15.24, around 19 minutes slower than his own course record, and Nina Benson (Ilkley CC) was fastest female in 2:42.21.

Road racing

In road racing, Etienne Georgi (Giant CC) won the Junior Tour of the Mendips, round two of the National Junior Road Series near Bristol, after taking victory in the second stage.

In Hampshire, David Creeggan (Pedal Heaven) was victorious in the Behind the Bikesheds Spring Classic at Thruxton, inching ahead of team-mate Lewis Atkins, while Adel Martin (PMR Toachim House) was best woman.

And Joseph Clark (Team Envelopemaster) won the Coalville Wheelers Road Race from Roy Chamberlain (Corley Cycles), adding to his win in the BBM Revolution Road Race last month.

Road racing

Sunday, April 12

Men's Tour of the Reservoir (Elite Road Series round two, Edmundbyers, County Durham):

Final overall: 1. Erick Rowsell (Madison-Genesis) 7:55.44; 2. S. Lampier (Raleigh GAC) +0.32; 3. A. Tennant (Team Wiggins) +0.35; 4. E. Dunbar (NFTO) +0.45; 5. M. McNally (Madison-Genesis) same time; 6. Y. Barker (One Pro Cycling) +0.50.

Stage two: 1. Marcin Bialoblocki (One Pro Cycling) 3:20.56; 2. E. Rowsell st; 3. S. Lampier +0.01; 4. A. Tennant +0.02; 5. J. Pullar (Velosure-Starley-Primal) +0.05; 6. E. Dunbar +0.10.

Stage one: 1. Erick Rowsell 4:34.48; 2. Steve Lampier +0.31; 3. M. McNally same time; 4. G. Harper (One Pro Cycling) +0.33; 5. A. Tennant same time; 6. E. Dunbar +0.35.

Alexandra Women's Tour of the Reservoir (Women's Road Series round one, Edmundbyers, County Durham):

Final overall: 1. Dani King (Wiggle-Honda) 3:34.11; 2. C. Horne (Pearl Izumi Sports Tours International) +1.20; 3. N. Juniper (Giordana-Triton) +2.06; 4. A. Christian (Wiggle-Honda) +2.20; 5. C. Hall (Ikon-Mazda) +3.13; 6. C. Joiner (Team WNT) +3.20.

Stage two: 1. Joanna Rowsell (Pearl Izumi Sports Tours International) 2:30.25; 2. N. Juniper +0.20; 3. D. King +2.22; 4. C. Horne same time; 5. B. Rimmington (Ikon-Mazda) +2.25; 6. A. Christian +3.22.

Stage one: 1. Dani King 1:01.24; 2. K. Archibald (Pearl Izumi Sports Tours International) same time; 3. C. Joiner +1.20; 4. C. Hall; 5. A. Hill (Team Rytgear); 6. N. Grinczer (Fusion RT) all same time.

Junior Tour of the Mendips (Junior Road Series round two, Winscombe, Avon):

Final overall: 1. Etienne Georgi (Giant CC-Halo Films) 4:40.55; 2. R. Hogg (Corley Cycles-Drops RT) +0.18; 3. C. Quarterman (Zappi's RT) +0.36; 4. H. Luxton (Rutrainingtoday CC) +0.48; 5. J. Mattock (Giant Cycling Club-Halo Films) +0.57; 6. R. Scott (VCUK PH-MAS) +1.01.

Stage one: 1. Grant Martin (Spokes Racing Team) in 2:36.35; 2. E. Georgi +0.02; 3. C. Quarterman +0.14; 4. R. Scott; 5. M. O'Loughlin (Cycling Ireland Development Team); 6. M. Burnett (Corley Cycles-Drops RT) all same time.

Stage two: 1. Etienne Georgi in 2:04.18; 2. J. Mattock +0.04; 3. R. Hogg +0.06; 4. H. Luxton +0.13; 5. C. Quarterman +0.24; 6. L. Stevens (Strada Sport) +0.49.

Saturday, April 11

The BalfRonde (Glasgow, Stirlingshire):

E, 1, 2, 3: 1. John Archibald (Pro Vision Cycle Clothing) in 1:48.55; 2. P. Trodden (The Racers) +0.33; 3. B. Davis (Wheelbase-Altura-MGD) +0.36; 4. P. Anderson (The Racers) +0.42; 5. G. Martin (HD Revolutions) +0.45; 6. R. Friel (Pro Vision Cycle Clothing) +0.46; 7. A. McNicol (Dooleys Cycles.co.uk) +1.21; 8. W. Hamilton (Velo Club Edinburgh) same time; 9. J. Richards (Deeside Thistle CC) +1.25; 10. R. Grant (Velo Club Edinburgh) +1.33.

York Cycleworks Spring Circuit Races, round 1 (York):

E, 1, 2, 3: 1. William Brown (Achieve Northside Skinnergate) in 55:00; 2. O. Maxwell (SportGrub-KUOTA CT); 3. R. Baldwin (Cottingham Coureurs); 4. A. Kay (York Cycleworks); 5. C. Mark (NRG-Godleys RT); 6. C. Anderson (Achieve Northside Skinnergate); 7. R. Davis (SportGrub-KUOTA

CT); 8. J. Beach (Vertex); 9. J. Rees (Achieve Northside Skinnergate); 10. A. Turner (Andy Moore Autocentres Racing).

3: 1. Nathan Hesselwood (Ellis Briggs RT) in 45:00; 2. D. Stocchero (3RT); 3. M. Williamson (Bike Box Alan); 4. M. Turner (Dinnington RC); 5. B. Turner (Paul Milnes Cycles); 6. J. Harris (Featherstone RC).

4: 1. Wilson Renwick (Hawick CC) in 40:00; 2. G. Beaumont (unattached); 3. M. Kellett (3RT); 4. G. Ashby (Albarosa CC); 5. R. Weir (Ilkley CC); 6. J. Fuller (Petuaria RT).

Wednesday, April 8

Litherland Circuit League, round one (Merseyside):

E, 1, 2, 3: 1. Max Spedding (VCUK PH-MAS) 20 laps in 29.54; 2. R. Pike (High On Bikes); 3. O. Payton (Kuota-Spiner); 4. M. Thompson (Team Wiggins); 5. C. Fallon (Liverpool Mercury CC); 6. M. Nowell (Kuota-Spiner) all same time; 7. I. Paton (Team Wiggins) +0.09; 8. P. Whatmough (Shepherds Cycles) +0.30; 9. D. Reece (Liverpool Mercury CC); 10. R. Whatmough (Team Terminator) all st.

3, 4, W: 1. Marcus Willday (Mid-Shropshire Wheelers) 15 laps in 22.51; 2. D. Yates

(Kuota-Spiner); 3. S. Hopkinson (Wigan Wheelers); 4. M. Usher (Time RT); 5. K. Evans (Harry Middleton CC); 6. A. Denver (Chorley CC); 7. R. Seeley (Ciclocostablanca.com); 8. T. Seeley (Ciclocostablanca.com); 9. G. Prentice (Liverpool Century RC); 10. T. Lowe (Lancaster Univ CC) all same time. **Women:** Rebecca Rimmington (Ikon-Mazda).

Youth A Boys: Daniel Salcedo (Southport CC).

Youth A Girls: Kim Baptista (Nutcracker Racing).

Youth B Boys: Tom Mitchell

(Birkenhead North End CC).

Youth B Girls: Maisy Vasic (Eastlands Velo).

Youth C Boys: Matthew Baptista

(Mid Lancs BMX).

Youth C Girls: Niamha Albones

(Liverpool Century RC).

Youth D Boys: Eddie McHugh (Team Terminator).

Youth D Girls: Charlotte Kendall

(Liverpool Century RC).

Youth E Girls: Megan Lloyd (Harry Middleton CC).

Sunday, April 5

Hub Architecture Tour of Northumberland (Ponteland):

E, 1, 2, 3: Stage one: 1. Gary Hand (Sportgrub-Kuota); 2. M. Kipling (MTS Cyclesport); 3. S. Coles (Norwood Paragon CC); 4. D. Shackleton (Achieve Northside); 5. R. Jones (Achieve Northside); 6. R. Carter (TS Racing Team).

E, 1, 2, 3: Stage two: 2. Adam Martin (Sportgrub-Kuota); 2. A. Luhrs (Achieve Northside); 3. D. Shackleton; 4. M. Kipling; 5. G. Hand; 6. S. Coles.

E, 1, 2, 3: Final overall: 1. Alex Luhrs (Achieve Northside); 2. A. Martin; 3. M. Holmes (Madison-Genesis); 4. S. Coles; 5. G. Hand; 6. M. Kipling. **3, 4:** Stage one: 1. Freddie Jagger (unattached); 2. D. Penfold (MTS Cyclesport); 3. P. Clark (Tyneside Vagabonds CC); 4. R. Mochrie (Darlington CC); 5. C. Sleath (Team WattCycle); 6. C. Herbert (Infinity Cycles).

3, 4: Stage two: 1. Patrick Clark (Tyneside Vagabonds); 2. F. Jagger; 3. C. Sleath; 4. J. Dobson (Achieve Northside); 5. R. Gray (Allen Valley Velo); 6. D. Penfold.

3, 4: Final overall: 1. Freddie Jagger; 2. D. Penfold; 3. P. Clark; 4. C. Sleath; 5. J. Dobson; 6. R. Gray.

Women: Stage one: 1. Amy Gornall (Aprire Bicycles HSS Hire); 2. R. Rimmington (Ikon-Mazda); 3. G. Nordin (GB Cycles); 4. H. Colborne (Bonito Squadra Corse); 5. A. Turvey (Pearl Izumi); 6. E. Dixon (Team 22).

Women: Stage two: 1. Rebecca Rimmington

(Ikon-Mazda); 2. A. Gornall; 3. E. Dixon; 4. H. Colborne; 5. G. Nordin; 6. J. Blakeley (Team 22).
Women: Overall: 1. Rebecca Rimmington (Ikon-Mazda); 2. A. Gornall; 3. E. Dixon; 4. H. Colborne; 5. G. Nordin; 6. J. Blakeley.

Time trials

Sunday, April 12

Nelson Wheelers hilly 50 (Barrowford, Lancashire):

1. Mark Holton (drag2zero.com)	2:15.24
2. S. Bridge (Manchester Wheelers).....	2:17.03
3. D. Orme (Kent Valley RC).....	2:17.48
4. M. Nulty (Glossop Kinder Velo).....	2:19.00
5. H. King (Ilkley CC).....	2:19.23
6. B. Metcalf (Team Swift).....	2:19.52
7. P. Bradshaw (Wigan Wheelers).....	2:22.55
8. R. Bickley (Border City Wh).....	2:25.11
9. T. Denwood (Harrogate Nova).....	2:25.53
10. S. Ayres (VC Bradford).....	2:29.13
Women: Nina Benson (Ilkley CC).....	2:42.21
Over-40s: Simon Bridge	
Over-60s: Steven Woodrup (Yorkshire RC).....	2:50.12

Redmon CC 25 (Horsham, Sussex):

1. John Dewey (Dorking CC)	51.20
2. J. Wright (Charlottesville CC).....	51.44
3. J. Stratton (London Dynamo).....	53.56
4. C. Jordaan (InGear-Quickvit RT).....	54.07
5. N. Adams (Portsmouth NE).....	54.17
6. C. Yates (E. Grinstead CC).....	54.42
7. P. Allen (South Down Bikes).....	54.50
8. D. Pollard (InGear-Quickvit RT).....	55.15

Performance of the week

Dani King (Wiggle-Honda)

Women's road series R1 12/04: County Durham

Her delight was obvious as she won stage one of the Tour of the Reservoir, and subsequently the overall too, in her first race back after five months out following a crash which left her with eight broken ribs and a collapsed lung.

9. S. Bettis (South Down Bikes).....	55.23
10. S. Ralston (London Dynamo).....	55.39
Veteran: D. Pollard (InGear-Quickvit RT).....	+14.19
Woman: D. Percival (34 Nomads CC).....	1:06.30
Woman veteran: V. Place (Seven Oaks Tri Club).....	+7.19

Bedfordshire Road CC 25 (Tempsford, Bedfordshire):

1. David McGaw (Cambridge CC)	53.18
--	--------------

2. S. Norman (Arbis-Colbert Cycles RT).....	54.25
3. L. Clarke (TMG-Horizon Cycling Team).....	55.20
4. R. Clarke (TMG-Horizon Cycling Team).....	55.21
5. J. Gurney (Arbis-Colbert Cycles RT).....	56.52
6. J. Green (Bedfordshire Road CC).....	57.44
7. M. Reynolds (Cambridge CC).....	58.27
8. A. Laycock (Team Trisports).....	59.03
9. K. Lewis (Bedfordshire Road CC).....	59.20
10. S. Jennings (CC Ashwell).....	59.27
Women: Katja Rietdorf (Team Milton Keynes).....	1:04.45

Swindon RC 23 (Swindon, Wiltshire):

1. Rob Pears (Proccycling RT)	52.17
2. T. Walker (Velo Club Walcot).....	53.31
3. D. Smetham (Dursley RC).....	54.35
4. T. Chapman (Frome and Dist Wheelers).....	55.41
5. J. Coleman (Velo Club Walcot).....	56.04
6. G. Turnbull (Patron).....	56.32
7. C. Coleman (Velo Club Walcot).....	56.35
8. J. Hookins (Road CC).....	56.51
9. D. Janes (Velo Club Walcot).....	57.26
10. O. Burgess (VC Bristol).....	58.16
Team: Velo Club Walcot (Walker, J Coleman, C Coleman).....	2:46:10
Over 40: Derek Smetham	
Over 50: Rob Pears	
Women: Hannah Ricketts (Bristol South CC).....	1:09.05

Andover Wheelers 10 (Andover, Hampshire):

1. Jimmy Little (VC St Raphael)	20.38
2. D. Pickering (Bournemouth Jubilee Wh).....	20.53
3. A. Stanton (VC St Raphael).....	21.12
4. S. Healey (Andover Wheelers).....	21.34
5. P. Dunn (CC Weymouth).....	21.36
6. S. Walking (VC St Raphael).....	21.44

7. C. Rowe (Bournemouth Jubilee Wh).....	21.49
8. G. Parmenter (Andover Wheelers).....	21.56
9. N. Pratt (Andover Wheelers).....	22.00
10. S. Berogna (VC St Raphael).....	22.06
Women: Adel Tyson-Bloor (Mule Bar-Sigma Sport).....	23.56
Veteran: Jimmy Little	
Team: VC St Raphael (Little, Stanton, Walking)	

Saturday, April 11

Burton and District CA 25 (Etwell, Derbyshire):

1. Matthew Bottrill (Drag2zero.com)	47.28
2. B. Harwood (Terry Wright Cycles RT).....	49.25
3. R. Bideau (Pendle Forest).....	49.32
4. M. Sinclair (Lutterworth Cycle Centre RT).....	49.38
5. C. Taylor (South Pennine RC).....	49.53
6. S. Irwin (North Lincs RC).....	50.07
7. A. Gascoigne (Pedal Power Loughborough).....	50.13
8. D. Barnett (Drag2zero.com).....	51.04
9. D. Northover (Finsbury Park CC).....	51.46
10. M. Turnbull (Torq Performance).....	51.55
Women: Karen Ledger (Langsett Cycles RT).....	58.41
Team: Lutterworth Cycle Centre (Matt Sinclair 49.38, Dale Sidwell 55.17, Edward Cox 57.30).....	2:42.25

Lea Valley CC 25 (Newmarket, Suffolk):

1. Mathew Smith (Team Velo Velocity)	50.20
2. D. McGaw (Cambridge CC).....	51.43
3. M. Arnold (CC Desiragear).....	51.48
4. J. Layne (CC Ashwell).....	52.01
5. R. West (RST Sport-Aero Coach).....	52.07
6. K. Tye (VeloRefined.com Aerosmiths).....	52.36
7. A. Atkinson (34 Nomads).....	52.54
8. I. Greenstreet (Newbury RC).....	53.05
9. D. Lazenby (Baines Racing Silverstone).....	53.05
10. D. Green (Team Velo Velocity).....	53.16

PRESCRIPTION SPORTS EYEWEAR SPECIALISTS

RIDE WITH VISION

Do you require prescription cycling sunglasses? If so, you need to speak to the experts. With over 50 years of optical experience, Optilabs are **the prescription sports eyewear specialists**, precision-making all lenses in their own in-house UK laboratory. Optilabs offer a **full range of prescription glasses** including bifocal and varifocal options for those who want to use a cycle computer or GPS.

For more information and expert advice visit www.optilabs.com or call 020 8686 5708.

PRESCRIPTION

FROM
£169.95
 for frames and
 lenses / optical
 insert

Darren Rhymer wears Optilabs Swift frames with interchangeable lenses and prescription optical insert. Plus **FREE** clamshell case, cleaning cloth & lanyard.

SWIFT FRAMES

Lightweight shock-resistant thermoplastic

4 quick and easy interchangeable shields

Adjustable bridge with flex technology

Adjustable arm tips with flex technology

Ultra-lightweight aluminium alloy

Optilabs
 PERFORMANCE EYEWEAR FOR SPORT

BIKE IT

CYCLE

www.bikeit.co.uk



CLASSICS REPLICA ROAD SIGNS

RRP £9.99 Bike It Price
£8.99 SAVE 10%



"GONE RIDING" CLOCK
FACES

RRP £4.99 Bike It Price
£4.49 SAVE 10%



ESPRESSO AND LATTE
COFFEE CUPS

RRP £7.99 Bike It Price £7.19
SAVE 10%



EIGO Bora Windproof
Thermal Jacket

RRP £84.99 Bike It Price
£63.74 SAVE 25%



EIGO Ion Lightweight Jacket
RRP £49.99 Bike It Price
£39.99 SAVE 20%

www.
BUYABIKE
.CO.UK

www.buyabike.co.uk



Club Roost Full Carbon
Upgrade With The Best For 50% Less

ACT NOW LIMITED OFFER
SRP £1199 - BUYABIKE PRICE £499



Club roost carbon/ceramic/
alloy CR50 wheels - black
onyx - shimano 10/11 speed
ACT NOW WHILST STOCKS LAST
SRP £999 - BUYABIKE PRICE £499



Club roost elite jersey -
less than half price!
SRP £39.99 - BUYABIKE PRICE £14.99



Club roost pro series jersey
- less than half price!
SRP £59.99 - BUYABIKE
PRICE £25



6 Piece muc-off
cleaning bundle
BUYABIKE PRICE ONLY
£19.99

bike
factory

www.thebikefactory.co.uk



Boardman Bikes Boardman
Elite Cxr 9.2

Our Price: £2,299.99



Dawes Century SL White
2014 Model

Previous Price: £999.99
Promo Price: £649.99
Save: 35%



Dawes Galaxy Al Mens
Dark Silver 15

Our Price: £599.99



Pinarello Graal Triathlon
Black/red 790

Our Price: £4,899.00



Pinarello Dogma F8 Super
Record Eps

Previous Price: £9,599.00
Promo Price: £7,999.99
Save: 16%

vanilla
bikes.com

www.vanillabikes.com



CONTINENTAL GRAND PRIX
GP4000S II FOLDING TYRE
£34.95 WAS £49.95 30% OFF



ETTIX QUICK-STEP SHORT
SLEEVED JERSEY
£48.95
WAS £56.99 14% OFF



HIGH5 ENERGY GELS (BUY
1 BOX GET 1 FREE)
£17.82 WAS £39.60 55% OFF



LAS VICTORY VENTO
HELMET
£98.95 WAS £115.99 15% OFF



MUC-OFF X3 DIRTY CHAIN
MACHINE
£24.99 WAS £29.99 17% OFF

Cycling Weekly has teamed up with some of the UK's finest online cycling retailers to bring you Deals of the Week. All items featured are at special knock-down prices. For more information on these great offers visit www.cyclingweekly.co.uk/deals-of-the-week

CYCLE DIVISION
www.cycledivision.com



FREE

PAIR OF TYRES WITH EVERY CERO WHEELSET



Cero AR24 Wheelset + Free Tyres

RRP £299.99 CYCLEDIVISION
PRICE £ 175.00, 42% SAVING!



CERO Carbon Bottle Cage
RRP £22.99 NOW £14.99
35% SAVING!



Pearl Izumi Elite S/S Jersey

RRP £69.99 CYCLEDIVISION
PRICE £39.99 SAVE 43%!



Scott Solace 10 2014 Dura Ace 9000 11spd

RRP £3599 Cycledivision
Price £2199 Save 40%!



Cero garmin Mount
RRP £12.99, Cycledivision
Price £8.99, Save 31%!

DVDs/Books/T-Shirts/Accessories
Cycling SHOP
WEEKLY 020 8726 8403 www.cyclingweekly/shop
www.cyclingweekly.co.uk/shop



ALTURA NIGHT VISION BLACK
WATERPROOF OVERTROUSERS
Small only

RRP: £59.99 NOW: £29.99 SAVE 50%



POLARIS NEUTRON JACKET
- BLACK

RRP £104.99 NOW £44.99 SAVE 55%



ALTURA NIGHT VISION GILLET
- HI VIS YELLOW

RRP: £39.99 NOW: £24.99 SAVE 35%



POLARIS PACK COVER
RRP: £12.95 NOW: £3.95 SAVE 65%

SPECIALIZED
ELITE STORE WEBSTERS CYCLES

www.mailordercycles.com



SPECIALIZED PRO ROAD
CARBON SEAT POST

RRP £100.00

WEBSTERS CYCLES SALE
PRICE £70.00

Total 30% Saving: £30.00



SPECIALIZED PRO ROAD
PRICE: RRP £200.00
WEBSTERS CYCLES SALE
PRICE PRICE £160.00



SPECIALIZED EMBER WOM-
ENS ROAD SHOE SIZE 39
RRP £110 WEBSTERS CYCLES SALE
£55 Total 50% Saving £55.00 OFF!



EXUSTAR EPS-R LOOK KEO
TYPE PEDALS

RRP £47.99 WEBSTERS
CYCLES PRICE £23.99



SPECIALIZED 2014
SECTEUR TRIPLE
RRP £650 WEBSTERS
CYCLES SALE £500



POLARIS SHIELD JACKET
Black - small. White - small/
large/X-large

RRP: £54.99 NOW: £24.99



MUC OFF ULTIMATE BICYCLE
CARE KIT

RRP £60.00 NOW £45.00 SAVE 25%
FREE UK DELIVERY



SPECIALIZED AIRTOOL FLOOR
PUMP - WHITE

RRP £50.00 NOW £40.00 SAVE 20%
FREE UK DELIVERY



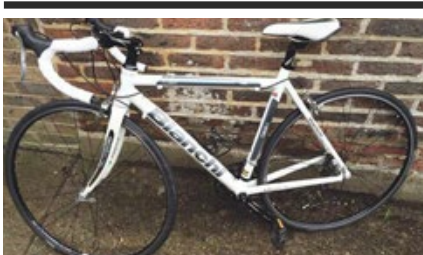
POLARIS ADVENTURE RED
JERSEY

Small/medium/large/X-large
RRP: £29.99 NOW: £19.99 SAVE 30%

USED CYCLES



SPECIALISED VENGE. Shimano Ultegra Di2. Cosmic wheel set inc wheel bags. 58cm. Slight mark on top tube. £2100. Peterborough. Tel: 07791 566055. Email: stephen.jones191@btinternet.com. 23/4



BIANCHI DAMA SHE. Womens Road bike Frame 53cm - perfect for height 5'6. Aluminium frame, carbon forks, Shimano Sora gears, FSA crank. Has done approx 500 miles. Very good condition with few tiny knocks due to transportation. £450ono. Steyning West Sussex. Tel: 07540 980310. Email: fiona.fletcher@back2back.tv. 23/4



PLANET-X EXOCET 2 (52CM). With chorus 10 speed, FSA K-Force Light crankset w/ ceramic BB30, Easton EC90 bars, Corima disc & 101mm Planet-X rears, 82mm Planet-X front, great condition, light use, well maintained. £1500. Lincoln. Tel: 07772 819912 Email: josephashworth@hotmail.com. 23/4



2013 CANNONDALE SYNAPSE ULTEGRA HI-MOD 3 CARBON. (58cms). Ultegra 6700 STI (10 speed), Brakes, Cassette & derailleurs; FSA SL-K light chainset & seatpost; Mavic Ksyrium Equipe wheelset with Continental Gatorhardshell 25c tyres. Cannondale C1 compact alloy bars & stem. Mint condition regularly serviced. £1,150. Camberley/Reading. Tel: 07831 578356. Email: andrew.jackson500@gmail.com. 23/4

SPECIALIZED ROUBAIX 2009. black with grey stripe recent service, new 105 chain, cassette, brakes/ shifters. mavic wheels size x/l 58.2 good condition. £800. oo, Berkshire. Tel: 07901 552327. 16/4

MERIDA TRIPLE CHAINWHEEL. 24 gears, size 21". £400.00. Herefordshire. Tel: 01568 616365. Email: jim_redshaw@yahoo.co.uk. 16/4



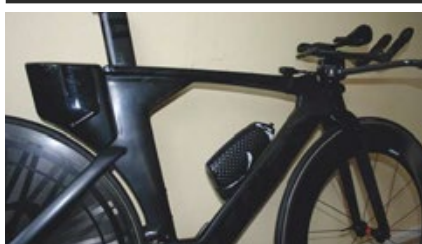
SPECIALIZED 52CM S-WORKS VENGE. with Zipp 404 Firecrest wheels & Dura Ace 9000 • ZIPP 404 Firecrest Carbon clinchers. List price over £2,000. Shimano Dura-Ace 9000 STI Double 11 Speed Lever Set. Shimano Dura-Ace 9000 Front & rear derailleur & 11-25 tooth 11 speed rear cassette. TRP R970SL magnesium brakes Ultra-light dual pivot calliper brake Forged / CNC Magnesium arms. Weight: 104 grams per calliper. 45 grams per calliper lighter than Dura-Ace 9000! Rotor Q-Rings 50-34 teeth. Specialized 170mm carbon cranks. Profile Design: Cobra T2 carbon TT-bars Pedals not included. £4,250ono. Lichfield, Staffordshire. Tel: 07813 582464. Email: stuartwdawson@gmail.com. 23/4



PINARELLO FT1 TRI/TT BIKE. 54cm 2009. Campag 10sp Centaur, Record bar end shifters. 53/39 MOST chainset, 11/25 cassette. Deda Chrono base bar & aero extensions. Fizik Arione saddle. HED Jet 60 wheels (decals removed) Owned from new, a great handling bike & excellent entry into Tri or TTs. Pick up only. £900 ono. Winchester, Hants. Tel: 07516 357198. Email: ianltn58@gmail.com. 23/4



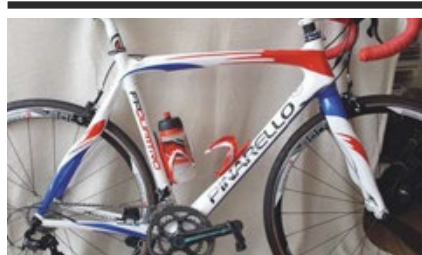
SPECIALIZED ALLEZ SPORT. White, in VGC. No damage/marks. Only 500 miles. Shimano 105 gears with Sora triple chainset. Brand new Pro Logo saddle/Michelin Pro 3 tyres/Cleated pedals & on board computer. Has brand new mudguards on for winter - easily removed for summer. Great winter bike or for someone new to cycling. £375ono. Exeter. Tel: 01392 851368. Email: handlebar@hotmail.co.uk. 23/4



TREK SPEED CONCEPT 9.9. 2014 Rare & race ready complete bike: Ultegra Di2; Lightweight Autobahn Disc; Enve 8.9 front; vapour coat paint; size medium. Extra 11spd cassette. Original packaging. Outstanding condition, like new. £8000. Scotland. Tel: 07742 630610. Email: wj.burgess@hotmail.co.uk. 16/4



MASSI PRO 2015. Black, white Fluorescent. size med, Ultegra 11sp. Fulcrum 7 wheels. Covered less than 200 miles. £2495. Oxford. Tel: 07736 772540. Email: debntim@btinternet.com. 23/4



PINARELLO FP QUATTRO 2014. 2014-Campagnolo athena 11 speed group set. Bought July 2014. All documents and, nearly 2 years of factory warranty. No scratch/damage. Reason for sale, i have 2 bikes & need cash. (RRP was £3450.00) Included: look pedals, 2 elite water cage and new rocket race master blaste pump. Group set: campagnolo athena 11 speed frame size: 54 frame: monocoque carbon 30hm12k asymmetrical fork: onda carbon 30hm12k 1" 1/8 to 1" 1/4 tapered steered with integrated headset rear stays: onda fpk carbon 30hm12k seat: most ocelot handle bar: most wheel: wildcat 700c tyre: continental gatorskin 28mm inspction, welcome cash on collection please. £2250. Slough, Berkshire. Tel: 07852 211562. Email: dr.bekuv@gmail.com. 23/4



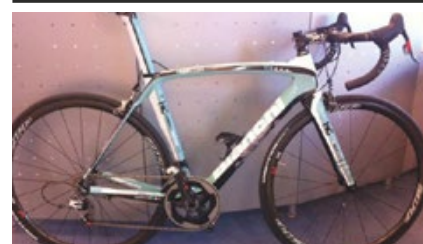
LYNSKEY COOPER M/L 55/58CM. Frame forks & hope headset bought new in Dec (got receipts) 10 spd dura ace .dura ace wheels , pro bars & seatpost . titanium last a lifetime, priced to sell. £1450ovno. Harpenden. Tel: 07871 174134. Email: plumby7@yahoo.co.uk. 16/4



KINESIS DECADE TRIPSTER. 54cm. Shimano 105 5700 10 speed STI levers, rear mech, cassette & Ultegra front mech, SRAM Apex compact chain set. Hope Pro 2 Evo hubs on Mavic Open Pro rims with Continental Gatorskin 28mm tyres. Avid BB7 mechanical disc brakes, Pro bars & stem, Kinesis s'pin, Flite saddle. Ridden less than 100 miles on road & as new condition, makes a superb cross, commuting, training bike. £650. Cheshire. Tel: 07879 487328. 16/4



BIANCHI SEMPRE ULTEGRA. Size 50cm. Pristine. Frame SEMPRE Carbon, UTSS Ultra thin Seat Stay. Fork FC09-Full Carbon B4P 1.1/8. Shimano Ultegra Levers, front & rear derailleurs. FSA Gossamer Compact BB30 50/34T Chainset. Cassette 12-25T. Brakes FSA Gossamer with logo reparto corse. Seatpost Reparto Corse Carbon fibre, Saddle Selle San Marco Ponzia Power Arrowhead. Shimano R500 Wheelset, £900. Basildon, Essex. Tel: 07976 867405. Email: bianchi@mybtinternet.com. 16/4



BIANCHI OLTRE. 55cm Full Carbon Race Bike, very little use in great condition, kitted out with new full Sram Red 22 Groupset, ceramic BB along with Deda bars & stem, Prologo saddle & Fulcrum Zero Dark Wheelset (ceramic bearings) Very light & responsive £2800. Fife, Scotland. Tel: 07709 862272. Email: garymc67@hotmail.co.uk. 16/4

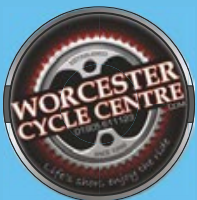


TREK MADONE 5.2 54CM. carbon frame & forks. H2 format. Shimano Ultegra groupset. Bontager Race Wheels, Schwalbe Ultremo ZX tyres. Bontrager Affinity saddle. Immaculate. £1200. Torquay. Tel: 07913 239780. Email: huwames13@sky.com. 16/4



SPECIALIZED S-WORKS. Full XTR group set inc wheel set. Used for commute only; Frame size 17. Excellent condition. £800ono. North Worcestershire. Tel: 01562 752860. 16/4

KAPZ BRAND NEW BOLTLESS HEADSET CAPS



0800 64 46 911 || www.kapz.co.uk



SPECIALIZED S-WORKS TARMAC SL4 58CM. Ultegra Ui2 Electronic 10-speed, Dura-Ace Chainset, TRP Carbon brakes, Mavic Cosmic SLE wheelset, FSA Bars/Stem, Romin Saddle Look Keo Pedals, Immaculate. £2500. Twickenham. Tel: 07762 740534. Email: nialldigby@gmail.com. 16/4



REFURBISHED RIBBLE 7005 AUDAX. Road Bike 8 Speed Double Audax 7005 Alloy Frame Carbon Fork 58cm Suit 6Ft-6Ft 3In Rigid Wheels: Shimano Hg 50 Rear Cassette: Shimano Altus Rear Mech: Shimano Hg50 Chain: SKS Mudguards Newly Fitted ILM Anatomica 44 Bars: ILM Headset: Specialized All Condition Tyres: Shimano R80 Shifters: 2 Bottle Cages: No pedals. Few Minor Scratches On Frame & Fork Has Some Fading. Checked By Local Bike Shop Selling As Too Big For My Use. Please Include E/G Mail Address For More Pictures & Dimensions. UK Buyers Only Cash On Collection (No Deposit) £200. Bicester Oxfordshire. Tel: 07514 450270. Email: rayholton767@gmail.com. 16/4



JAMIS XENITH RACE. 51cm. Full Hi Mod T700/M30 carbon frame, carbon forks, SLK Light carbon ch.set, Dura Ace, Ultegra, new unused 501 wheels, Cane Creek h.set, Jamis carbon post, saddle & Hutchinson tyres less than 3 miles. Dry miles only. 7.94 kilos makers original weight. £1100. North Devon. Tel: 01237 476501. 16/4

WANTED

RACING & TOURING BIKES. 1930-1970. Quality makes and unusual or fancy designs such as Hetchins, Ephgrave, Paris, Thanet, HR Morris and many other makes wanted. Any condition, even just frames. Private collector. Call with details. Collect anywhere. Tel: 07739 775810 18/12/15

OLD RACING CYCLES AND FRAMES. 1920's - 1990's. Any condition. Telephone 01642 555168 Mobile: 07990 972470 16/4



CINELLI S-WORKS. Experience 2012 size 53cc I'm 5'11" tall. Campy Vento wheels & full Campy Veloce throughout with brand new compact chainset, rear cassette & chain fitted recently. Charge spoon saddle fitted but have a selle if preferred. Great bike, well looked after, minor scratches. Can keep pedals on if required. £400 Bromley SE London/Kent. andy.morris40@yahoo.co.uk. £400, Bromley SE London/Kent. Tel: 07881 092477. Email: andy.morris40@yahoo.co.uk. 16/4

HOLIDAYS

PUERTO POLLENSA MALLORCA. Quality road bike hire from 12€ per day. BOOK NOW www.pollensacycling.com Tel. 0034 971 866 119 26/2

LANGUEDOC SOUTH OF FRANCE Fully supported and self-guided tours. Quality accommodation, great food, small groups & iconic riding. www.velorous.com Tel: +33 (0)4 67 90 82 40 26/2

ALPE D'HUEZ self-catered, catered, B&B, spectacular scenery, family friendly. 0033 4 76 80 36 58 www.lechateaudoz.com 26/2

MAJORCA CYCLING HOLIDAYS. and training camps with Sunvelo. Expert ride leaders, different level groups to suit all abilities. 4* accommodation Email: enquiries@sunvelo.com or visit website: www.sunvelo.com 26/2

CYCLE HAME French Alps road bike chalet specialist. Reasonably priced packages include accommodation, catering, guiding and vehicle support. Fantastic alpine riding and famous Tour climbs. Tel: 01875 320157 www.cyclehame.co.uk 26/2

PUERTO POLLENSA /MALLORCA Bike hire, repairs and Airport Transfers. Big selection on road/MTB hire from 12€ per day. Bookings: www.2gocycling.com. Tel: 0034 971 86 40 59. 3/12/15

VELOFUTUR CYCLING PRO TRAVEL High quality training camp holidays in the costa blanca training with ex-professional cyclists. 4-Star hotels on full board. Companions and family welcome. Airport transfers included. Bike hire. 7 Nights from £625. See www.velofuturcyclingpro.com or e-mail enquiries@velofuturcyclingpro.com 26/2

ALPINECHAINGANG, offers amazing cycling trips in the french alps and italian dolomites. Tdf 2015 with 3 days at the tour. Unrivalled support with a vehicle and 2 staff for each 7 riders. Great hotels, fully guided with experienced, high level riders. We specialise in bespoke trips from as few as 4 people. www.alpinechaingang.co.uk email dave.Beattie@alpinechaingang.co.uk 26/2

HOLIDAYS

PYRENEES. Hautacam, Soulor, Aubisque, Tourmalet, Luz Ardiden. Half board for cyclists, Large secure bike storage, Free Wi-Fi. www.au-primerose-hotel.com 5/2

KEFALONIA ISLAND GREECE - Large picturesque Island with perfect climate. High quality accommodation and bikes. Good roads over varied terrain. www.hellenic-cycling.com 26/2

DERBYSHIRE DALES - Self catering cottage. Tansley 2miles from Matlock. Great for exploring Peak District. Sleeps 2/3 secure storage. 3 local pubs. Tel 01629 583681/ 07766 692855 email malcspencer25@gmail.com 26/2

LUXURY CYCLING HOLIDAY IN SW FRANCE. At Chez Jallot (featured on Grand Designs). Ride the 25th 'La Limousine' Cycloportive. 5-12th June. www.detoutcoeurlimousin.moonfruit.com 26/2

CORREZE CYCLING. MASSIF CENTRAL. FRANCE High quality catered accommodation with pool. Wonderful cycling on traffic free roads. Tel: 00 33 555 271 301 www.correzecycling.com 5/2

TOUR DE FRANCE 2015

See stages 4, 5 and 6 in just 4 days!
Mon 6th - Thurs 9th July 2015

- ✓ Luxury coach travel & return ferry
- ✓ 3 nights B&B at 3* hotel at Lens
- ✓ Dinner on two nights
- ✓ Free secure car parking
- ✓ The opportunity to bring your bike

Only
£349

Call 01564 797000

for the full itinerary and to book
or visit www.johnsonscycles.co.uk/tour_de_france.html

JOHNSONS
QUALITY COACH TRAVEL



BIKE HIRE



CALLE TEMPLE FIELDING 5
PUERTO POLLENSA
MALLORCA

PINARELLO HIRE FROM
ONLY €150 /WEEK

ENQUIRIES:
TEL: +34 971 864354
UK: 0203 7601 888
E: RIDE@PINARELLOEXPERIENCE.COM

CYCLE JUMBLES

THE BIG ONE! Saturday 2nd May, 9am 1pm, Epilepsy Centre, Chesham Lane, Chalfont, Bucks SL9 0RJ. 60+ stalls inside and out. Café, FREE parking. Entry £2. Simon 01442 872690 or 07931 929685 simon.ekless@thepacecentre.org 23/4

FRAME RESTORATIONS

ATLANTIC BOULEVARD. Paint finishes for Steel, carbon and alloy frames. Repairs, alterations, chrome. Specialists in vintage and modern transfers. 24hr Collection service. Tel: 0161 762 0456 8am - 8pm. www.atlantic-boulevard.co.uk www.bicycledecals.net 19/3

toc Cycle Frame building, restoration, modernising and professional re-spray Coventry 024 76 450020. www.tocycle.co.uk 5/2

TANDEMS



DAWES SUPER GALAXY TANDEM. Reynolds 531 Tandem Tubing. 23"/21". Midnight Blue. Heavy Duty 40 Spoke Wheels. 18 Speed. Drag Brake. Excellent Condition. Roof Carrier Included. £550.00. Oldham, Lancashire. Tel: 07969 179352. Email: athomas42@talktalk.net. 23/4

ACCESSORIES



CALL: 01244 317 893

THEBIKEFACTORY.CO.UK

the **bike**
factory

153-161 BOUGHTON, CHESTER, CH3 5BH

INFO@THEBIKEFACTORY.CO.UK

20% OFF 2015 ⚡



SPECIALIZED ALLEZ COMP
WAS: £1200 **NOW: £960**



ALLEZ COMP RACE
WAS: £2400 **NOW: £1900**



SPECIALIZED ALLEZ
WAS: £600 **NOW: £480**



DOLCE ELITE EQ
WAS: £1000 **NOW: £800**



DOLCE SPORT EQ
WAS: £800 **NOW: £640**



ALLEZ E5 FRAMESET
WAS: £800 **NOW: £640**



ROCKHOPPER COMP
WAS: £650 **NOW: £520**



ROCKHOPPER PRO EVO
WAS: £1200 **NOW: £960**

KLS Law
Cycle Claims

OUR SOLICITORS ARE EXPERTS IN CYCLE ACCIDENTS

**If you have had
an accident
contact us for
free legal advice**

No Win No Fee personal injury claims

**Full market value of your cycle
including upgrades**

**Recommended by over 750 independent
cycle shops: repairs and replacement
from your local shop**

**Access to specialist sports
physiotherapists**

**Replacement clothing
and accessories**

**We promote and support the work of
Cycling Paramedic Steve Evans.
Email info@cycle-claims.co.uk to request
your free CD guide to Cycling First Aid.**

**CALL FREEPHONE 0800 093 6313
or email info@cycle-claims.co.uk**

See www.cycle-claims.co.uk for testimonials from our customers

Our solicitors have successfully represented cyclists for over 25 years

Members of the Law Society Personal Injury Panel.
Authorised and regulated by the Solicitors Regulation Authority number 496029.

CYCLE ACCIDENT?

GET ADVICE FROM THE EXPERTS

Alyson France & Co. Solicitors

Developed by a cycling solicitor
to provide a specialist service,
with in-depth knowledge of the
issues affecting cyclists

For free initial advice no obligation
call 0151 348 4400 or
e-mail enquiries@bikeline.co.uk

NO WIN NO FEE

Alyson France & Co. Solicitors
125 Brimstage Road, Heswall, Wirral CH60 1XF

Member of the Law Society Personal Injury Panel
Authorised and regulated by the Solicitor's Regulation Authority
No. 287787



b BIKELINE
www.bikeline.co.uk

Protect yourself and your ride for the year

Prices start from **£3.98** a month

What is included for this price:

Sports cover

Worldwide cover for 60 days**

Cycle breakdown

Public liability up to £2M

Free legal advice

Bike box cover

New for old up to 3 years

Theft and accidental damage

Cycle rescue

**see website for details



CALL FOR MORE INFORMATION
0800 083 3035

VISIT WEBSITE FOR DETAILS
www.velosure.co.uk



Serious cycling injury? Get expert help to rebuild your life

"Although from a keen cycling family, we had not been involved in any serious road traffic accidents so, when I was knocked off my bike, it was unfortunately a new and very unpleasant experience for me and my family.

*From the moment we contacted **Serious Law**, we were put fully at ease; they are professional, caring and have the experience to understand the situation we were in. Should we ever find ourselves in a similar situation, then I wouldn't consider going anywhere else."*

Jan Dowsett

If you've had a serious injury, talk to expert, caring solicitors, with a track record of outstanding results for cyclists.

0808 149 59 12
www.seriouslaw.co.uk

Serious Law LLP is authorised and regulated by the Solicitors Regulation Authority. Serious, Serious Law, Serious Injury Law and Helping to rebuild lives are registered trademarks and trading styles of Serious Law LLP



Tim Walters, Serious Law LLP

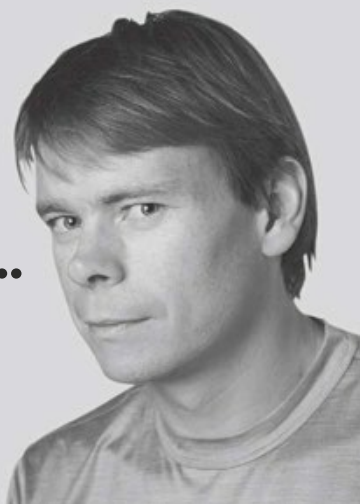
- Established over 25 years
- Specialise exclusively in spinal cord injury, brain injury, amputation and other serious injury cases
- Experts in difficult liability cycling cases, including helmet related issues
- Achieved many multi-million pound settlements for injured cyclists
- Cycling solicitors with first-hand experience of the challenges facing cyclists
- Award winning, national, Legal 500 law firm

 **Serious[®] Law**
The Serious Injury Law Practice

Dr Hutch

If he knew then what he knows now...
the Doc's still not sure it would have
made any notable difference

doctorhutch_cycling@timeinc.com



I read an article a few weeks ago where various bike racers were invited to write letters to their younger selves.

The idea was to pass on advice, and share experience gained over the years. Somehow the email that I'm sure was sent to me to invite me to contribute to this piece never arrived — perhaps because I have no obvious story of downfall and redemption to offer, just some stuff about bumbling around on a bicycle having a nice time. Nonetheless, I thought I'd give it a go:

Dear Dr Hutch. Yes, I know 'Dr Hutch' is a stupid nickname, but somehow you're going to get yourself lumbered with it, and since I don't even remember how that happened, I can't really help you to avoid it. However, here are some things you might like to know.

Dear Doc

I think you do cyclists of long standing an injustice when you compare their attitude to newcomers to that of some folks towards immigrants. I think newcomers should always be welcomed. It might help if they had to do some sort of basic training before they're allowed to ride in a group, because most of them are just a danger. Most of us would like it if they were prevented from spending more than, say, £1,000 on a first bike.

I'd also like them to have to wear something for the first year or two, like an armband or a special jersey, so that we know to avoid them.

Dave P, email

Dave, all I'll say is it's nice to hear from a man who really knows how to roll out the red carpet. I'll forward your suggestions to no one at all.

Don't take the whole bike riding thing so seriously. It's not the end of the world. Take a day off now and then — in fact, I'd go as far as to suggest that on any day you don't feel like it, don't bother. Stay home and enjoy a book before they become obsolete. Your own natural inclination towards crippling guilt will quickly ensure you get back out there. In fact, guilt is what's going to drive your whole career. Don't feel guilty about this. Actually, come to think of it, do. It will probably help.

The wonder of hindsight

There is absolutely no useful purpose to which used bar tape can be put. Instead of carefully rolling it up and putting it in a box, throw it out. Seriously. They will one day make a TV show about people who do this kind of thing, and you really don't want to feature on it.

Don't train when you're ill. I don't mean you should retire to the sofa for a week with a minor head cold; I mean that if the effort of getting out of bed in the morning puts your heart rate into zone-three territory, you really shouldn't ride a bike. If you ignore this advice, you will one day have to knock on a stranger's door in a village five miles from home (five miles that took you an agonising half an hour to cover, by the way) and ask to use their phone to call yourself a taxi. They'll insist on calling you an ambulance instead. It will all be very awkward and embarrassing.

Don't always feel you have to upgrade to the latest technology. Gears, for instance. By the time you've upgraded to eight-speed,

everyone else will be on nine. Wait until they get to 10-speed, because 11-speed never happens. Trust me — I would never lie about something like this.

While we're on the subject of tech, disc brakes are going to be a thing. But I haven't worked out what's going to happen with that quite yet. I'll write again in a year or two and let you know. Please save that letter carefully, so that by the time I'm this age again, I'll know whether to sell all my rim-brake wheels.

In his youth, the Doc
enjoyed a good LOL



“Your inclination towards crippling guilt will ensure that you ride”

There will eventually come a time when many, many people in Britain take up cycling. Cycling will even become quite cool (yes, we still use that word sometimes). You, on the other hand, will remain every bit as uncool as you are at

the moment. Even at the height of cycling’s fashion, you will have an unerring ability to emerge from a bike shop with a jersey that was last considered stylish five years previously but which is still 10 years away from becoming retro-chic. By the time it’s retro-chic, you will have worn it out.

Bradley Wiggins will win the 2012 Tour de France. Yes, really. *That* Bradley Wiggins. *That* Tour de France. Get yourself down to Ladbrokes and make me rich.

All the very best, Dr Hutch.

How to... interpret a gradient

Gradients are expressed in a variety of formats: “one in 10”, “10 per cent”, or “that’s barely a hill if you’ve got a power-to-weight ratio like mine, mate.”

They are never expressed as an actual angle to the horizontal. Doing it this way would be too depressing, because you would realise you can be reduced to walking by a gradient that would be within your acceptable margin of error for erecting a shelf. Ten per cent, for instance, is only five degrees.

This is why the distance scale on the profile diagram of a climb is always compacted; it’s to make the gradient steep enough to detect with the naked eye so that you don’t cry with shame when it defeats you.

Bear in mind that anything less than five per cent (one in 20) is not technically a hill at all unless you are pulling a trailer containing a minimum of two children.

Gradients will usually be averaged over the length of the hill. It’s not uncommon for the start of the climb to be taken as the first point where two men with a theodolite can detect a positive incline, which may be some considerable distance from where the road actually turns into what any normal human being would recognise as a hill.

This means there is a good chance the official height-over-distance gradient of the vertical wall that you clambered up last week, and which was probably your greatest-ever athletic achievement, is officially “four per cent, negligible”.



If it's an uphill struggle, simply lie about the gradient



Holme Moss

It was a star attraction when the Tour came to Yorkshire last year, but Holme Moss has a long and illustrious history in the annals of cycling

If Britain has one climb known through the wider cycling world, it's Holme Moss. This long, rugged, exposed climb has been part of British racing folklore for years, but its legacy is wider. The Leeds Classic, the Tour of Britain and the Tour de France have brought the world's best riders to its uncompromising slopes.

Holme Moss is in Yorkshire, or at least the north side is. The summit straddles the border with Derbyshire, and the whole south side is in the Derbyshire district of High Peak. Most races cross Holme Moss from north to south, but they have gone the other way, and either side is magnificent. While it's green with pleasant pockets of human habitation on the north, it's wild, dark and empty to the south.

The northern side is the longest, and

probably the hardest because there are so many gradient changes and a good few changes of direction. Amateur cyclists tend to test themselves on the south side, following the wheel tracks of famous races. This is the side the Tour de France climbed, as the fading graffiti, the 'Allez Froomes', 'Come on Cavs', and even a 'Go Home Contador', reveals.

Relentless

Sunday July 6 2014 was the day. Sixty thousand people lined the north side of Holme Moss, many of them camping overnight. It was Glastonbury on a slope. The riders could see them all the way from Holmfirth, four miles from the top. Geraint Thomas and Chris Froome said it gave them goosebumps.

Holme Moss didn't shape the race that day, a tailwind discouraged attacks, but

it often rips races to bits. The final three kilometres are steep, relentless and very exposed. Riders have to fight gradient and crosswinds, and what is a light breeze at the bottom turns into a howling nightmare up at the top.

This is also the Holme Moss hill-climb course. Brian Robinson, a Yorkshireman and Britain's first Tour de France stage winner, held the record in the early 1950s, with six minutes five seconds for just over two kilometres. Ronnie Stringwell, a waif-like hill specialist and fellow tyke, knocked two seconds off that. Then another local, six-times national hill-climb champion Granville Sydney, made Holme Moss his own and is remembered each year in a memorial hill climb.

The descent south into Longdendale is fairground-ride thrilling. There are several abrupt dips near the bottom, where anyone who has built up speed feels real compression. The 1974 British National Hill-Climb Championships went up the south side. Olympic road racer Joe Waugh won in a time of 10min 41sec, in very wet and windy conditions.

BOOK EARLY GET
A FREE
PowerBar
PACK WORTH £10



CHALLENGE YOUR LIMITS



2015 Season

Dartmoor Demon

Exeter Racecourse, Devon
Saturday 2nd May

South Downs Spring

Plumpton Racecourse, Sussex
Sunday 17th May

The Arrow

Market Rasen Racecourse, Lincolnshire
Sunday 31st May

Ripon Revolution

Ripon Racecourse, Yorkshire
Sunday 28th June

Suffolk Spinner NEW

Ipswich, Suffolk
Sunday 19th July

Malvern Mad Hatter

Three Counties Showground, Worcestershire
Sunday 23rd August

Welsh Raider

Ludlow Racecourse, Shropshire
Saturday 3rd October

Box Hill Original

Dorking, Surrey
Sunday 11th October

FULL ROUTE DETAILS
& SIGN UP AT
BOOKMYRIDE.CO.UK



THE TORTURE SPIKE



THE GREAT EVANS CYCLES TRADE-IN

Trade in your old banger
and get up to £250 off a shiny new bike

ENJOY THE RIDE

evanscycles.com/tradein
T&Cs apply

EVANS
CYCLES